DRAFT ENVIRONMENTAL IMPACT REPORT

Etiwanda Commerce Center Project

Prepared for:

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

May 2026

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LIST OF ABBREVIATIONS

2022 Scoping Plan	2022 Scoping Plan for Achieving Carbon Neutrality
AB	Assembly Bill
AC	alternating current
ACC II Program	Advanced Clean Cars II Program
ACT	advanced clean trucks
ADT	average daily traffic
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
af	acre-feet
AFV	alternative fuel vehicle
AFY	acre-feet per year
AIA	Airport Influence Area
ALUCP	airport land use compatibility plan
APN	Assessor Parcel Number
AQMP	air quality management plan
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
AT/SF Railway	Atchison Topeka and Santa Fe Railway
BACM	best available dust control measures
Basin Plan	Basin Plan for the Santa Ana River Basin
Basin	South Coast Air Basin
BESS	Battery Energy Storage System
bgs	below ground surface
BMP	best management practice
BNSF	Burlington Northern Santa Fe Railroad
Btu	British Thermal Unit
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening Tool
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan

CARB	California Air Resources Board
CARE	Californians Allied for a Responsible Economy
CBC	California Building Code
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
Checklist	cap consistency checklist
CHP	California Highway Patrol
CI	carbon intensity
CIP	Capital Improvement Program
City	City of Rancho Cucamonga
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County General Plan DEIR	County General Plan Draft Environmental Impact Report
CPF	cancer potency factor
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUP	conditional use permit
CUPA	Certified Unified Program Agency
CVWD	Coachella Valley Water District
CVWD	Cucamonga Valley Water District
CWA	Clean Water Act
cy	cubic yard
db	decibels
DC	direct current
Development Code	Rancho Cucamonga Development Code
DOC	California Department of Conservation

Draft EIR	draft environmental impact report
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	environmental impact report
EO	Executive Order
EPA	US Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
ESA	federal Endangered Species Act
EV	electric vehicle
EVSE	electric vehicle supply equipment
FAA	Federal Aviation Administration
FC/UC	Flood Control/Utility Corridor
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
g/L	grams per liter
GBMI	Gabrielino Band of Mission Indians- Kizh Nation
GHG	greenhouse gas
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
GWP	global warming potential
HaC	Hanford coarse sandy loam
HAP	hazardous air pollutants
HC	hydrocarbons
HFC	hydrofluorocarbon
HHSE	Human Health Screening Evaluation
HMBP	Hazardous Materials Business Plan
HMTA	Hazardous Materials Transportation Act
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
hp	horsepower
HRA	human health risk assessment
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I	Interstate
IE	Industrial Employment
IEPR	Integrated Energy Policy Report
IEUA	Inland Empire Utilities Agency
IFC	International Fire Code
in/sec	inches/second

kV	kilovolt
LCFS	Low Carbon Fuel Standard
LCI	Governor's Office of Land Use and Climate Innovation
LDA	light-duty auto
LDIGR	Interim Local Development Intergovernmental Review
L_{dn}	day-night level
LDT1	light-duty truck 1
LDT2	light-duty truck 2
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design®
L_{eq}	Equivalent Continuous Sound Level
LHMP	Rancho Cucamonga Local Hazard Mitigation Plan
LID	low impact design
L_{max}	Maximum Sound Level
LOS	level of service
LST	localized significance threshold
LW	Large Warehouse Overlay Zone
MBMI	Morongo Band of Mission Indians
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MLD	most likely descendant
MMRP	mitigation monitoring and reporting program
mPa	micro-Pascals
MPO	metropolitan planning organization
MRF	Materials Recovery Facility
MS4	Municipal Separate Storm Sewer System
msl	mean sea level
MVA	megavolt-ampere
MW	megawatt
MY	model year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAICS	North American Industry Classification System
NE	Neo-Industrial
NEHRP	National Earthquake Hazards Reduction Program
NFPA	National Fire Protection Association
NHD	National Hydrography Dataset
NHTSA	National Highway Traffic Safety Administration
NI	Neo-Industrial
NO	nitric oxide

NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NPPA	California Native Plant Protection Act
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NZE	near-zero emission
O_3	ozone
OEHHA Guidelines	Office of Environmental Health Hazard Assessment's Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments
OEHHA	Office of Environmental Health Hazard Assessment
ONT ALUCP	LA/Ontario International Airport Land Use Compatibility Plan
OPR	Governor's Office of Planning and Research
OSHA	federal Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PCE	perchloroethylene
Phase I ESA	Phase I Environmental Assessment
PID	photo ionization detector
PlanRC 2040	City of Rancho Cucamonga General Plan
PM	Particulate Matter
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 or less
PMP	parking management plan
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
ppm	parts per million
PPV	Peak Particle Velocity
PQS	Professionally Qualified Standards
PRC	Public Resources Code
PRD	Permit Registration Documents
Preliminary Geotechnical Report	Preliminary Geotechnical and Geohazards Technical Report for the Etiwanda Commerce Center Project
project	Etiwanda Commerce Center Project
proposed project	Etiwanda Commerce Center project
PRC	Public Resources Code
PV	photovoltaic
RCFPD	Rancho Cucamonga Fire Protection District
RCMC	Rancho Cucamonga Municipal Code
RCMU	Rancho Cucamonga Municipal Utility
RCRA	Resource Conservation and Recovery Act

REC	recognized environmental conditions
REL	reference exposure level
RFI	RCRA facility investigation
RMP	Risk Management Policy
ROG	reactive organic gases
RTP	regional transportation plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	regional water quality control board
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule
SARA Title III	Superfund Amendments and Reauthorization Act of 1986
SB	Senate Bill
SBCSD	San Bernardino County Sheriff's Department
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCG	Southern California Geotechnical
SCS	sustainable communities strategies
SED	Socioeconomic Data
sf	square feet
SGMA	California Sustainable Groundwater Management Act
SLCP	short-lived climate pollutant
SLF	Sacred Land Files
SO_2	sulfur dioxide
SPCC	Spill Prevention, Control, and Countermeasure
SPL	sound pressure level
SR	State Route
SRA	source receptor area
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	transportation analysis zone
TCR	tribal cultural resource
TDM	transportation demand management
Technical Advisory	Technical Advisory on Evaluating Transportation Impacts in CEQA
TIA	traffic impact analysis
TIS	transportation impact study
TMDL	total maximum daily load
tons/day	tons per day
TRI	toxic release inventory

TRU	transportation refrigeration unit
TuB	Tujunga loamy sands
USACE	US Army Corps of Engineers
USC	US Code
USDA	US Department of Agriculture
USDOT	US Department of Transportation
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UST	underground storage tank
UWMP	urban water management plan
UWMPA	Urban Water Management Planning Act
VdB	vibration decibels
VMS	Vapor Mitigation System
VMT	vehicle miles traveled
VOC	volatile organic compound
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WQMP	water quality management plan
WSA	water supply assessment
YSMN	Yuhaaviatam of San Manuel Nation
ZE	zero emission
ZEV	zero-emission vehicle

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to: 1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed project; 2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and 3) identify and evaluate reasonable alternatives to a project. In accordance with Section 15161 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2023110038) has been prepared for the proposed Etiwanda Commerce Center Project (project) and has been prepared by the City of Rancho Cucamonga (City).

In accordance with Section 15123 of the State CEQA Guidelines, this chapter provides an overview of the analysis of the Etiwanda Commerce Center Project Draft EIR. As stated in Section 15123(a), "an EIR shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical." State CEQA Guidelines Section 15123(b) states, "[t]he summary shall identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." Accordingly, this summary includes a brief synopsis of the project and the project alternatives, environmental impacts and mitigation measures, areas of known controversy, and issues to be resolved during environmental review. Table ES-1 (at the end of this section) presents the summary of potential environmental impacts, their level of significance without mitigation measures, the mitigation measures, and the levels of significance following the implementation of mitigation measures.

ES.2 PROJECT SUMMARY

ES.2.1 Project Location

The approximately 73-acre project site is located at 8996 Etiwanda Avenue in the city of Rancho Cucamonga (city) and encompasses two Assessor Parcel Numbers (APNs): 0229-283-79 and 0229-283-83. The project site is bounded by the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west.

ES.2.2 Project Objectives

A statement of project objectives is required by the State CEQA Guidelines (Section 15124[b]). In general, an objective can be defined as the purpose for which something is proposed. Under CEQA, a clear statement of project objectives is necessary because alternatives evaluated in an EIR must achieve, in whole or in part, the underlying objectives. The following are the objectives of the proposed project:

- Develop a vacant, underutilized site that implements the General Plan's vision for a modernized industrial employment district in the Southeast Industrial Area.
- Remove hazardous materials from the project site to enable industrial and commercial development compatible with human health standards.
- Locate near compatible land uses and businesses and avoid conflicts with residential and other sensitive land uses.

- Develop in proximity to available infrastructure, such as designated truck routes, the State highway system, and utilities, with connections to the Southern California supply chain and goods movement network.
- Provide a complete network of streets and access routes to increase access and improve public safety in the Southeast Industrial Area.
- Increase the number and quality of employment opportunities in the city to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs-to-housing balance.
- Maximize the rate of economic activity per acre of land to increase the City's tax base and increase overall economic development in the city.

ES.2.3 Existing Setting of the Project Site

As of November 2023, the project site is generally vacant, disturbed bare ground. The project site was previously occupied by a natural gas power plant, operated by NRG, that was decommissioned in 2018 and has since been demolished. Two large, cylindrical metal water tanks are present in the southwestern corner of the project site.

The project site is relatively flat with approximate surface elevations ranging from 1,130 feet above mean sea level (msl) in the northern portion to 1,090 feet msl in the southern portion, for approximately 40 feet of relief across the project site. A stormwater drainage feature, Chadwick Channel, bisects the project site, running north to south generally through the center of the project site. To the east, the project site has an approximately 0.25-mile paved asphalt entrance road located opposite Napa Street that provides vehicle and pedestrian access from Etiwanda Avenue. Trees are located along the border with Etiwanda Avenue.

The northwestern section of the project site contains piles of crushed concrete, piles of discarded concrete pipe, and gravel piles. Existing landscaping generally consists of turf grass and several large trees are present near the south-central area of the project site. Gravel is also located in the southeastern area of the project site. Ground surface cover throughout the remainder of the project site and other unpaved areas consists of exposed soils with sparse native grass and weed growth. The project site is surrounded by chain link fencing.

The project site has been designated as the location of a hazardous waste site by the California Department of Toxic Substances Control (DTSC) (DTSC 2023).

ES.2.4 Project Description

The proposed project includes the site clearing and grading preparation of the project site and the construction, operation, and maintenance of five new warehouse/distribution buildings, including office space, loading docks for trailers, and surface parking areas for up to 729 automobiles and 211 truck trailers. The proposed project would also include the creation of a new internal vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide approximately 10 acres of landscape and other pervious surface area.

In total, the proposed project would introduce 1,214,131 gross sq ft of new building floor area (28 acres) across five buildings. In addition to the proposed buildings, the proposed project would develop the project site with approximately 35 acres of paved surface parking areas, new public streets, and other impervious surface area, for a total of approximately 63 acres of impervious surface area. Development of the proposed project would result in approximately 86 percent impervious coverage on the approximately 73-acre project site.

Demolition/site clearing would occur for approximately 20 working days and would involve the demolition of the existing paved surface areas on-site. In addition, this phase may include the removal of walls, fences, and associated debris to construct the proposed project. The grading and excavation stage would occur for approximately 30 working days and include moderate grading to the project site to ensure a proper base and slope for the proposed buildings. During the grading stage approximately 255,000 cubic yards of cut and fill would be balanced on site. A maximum of 8,700 cubic yards of material would be disturbed on a daily basis during construction. This stage would involve up to 8,000 tons of material exported off-site by approximately 450 haul truck trips.

The building construction stage would occur for approximately 320 working days and includes excavation for foundations and utilities, concrete pours, carpentry, and steel erection. The architectural coatings and paving stages of construction would each occur for approximately 55 working days. Up to 150 workers would be onsite at any one time during construction activities. Construction of the proposed project would occur over approximately 22 months. For the purposes of this analysis, construction is anticipated to begin in January 2026[1] and end in October 2027. Construction hours would be 7:00 a.m. to 5:00 p.m., Monday through Friday, with the exception of concrete pours, which would occur during nighttime (i.e., 10:00 p.m. and 6:00 a.m.). Concrete pours would take place during the building construction phase and have a duration of 25 working days.

The proposed warehouse distribution buildings are planned as speculative buildings with future tenants or buyers of the buildings not known. Proposed project operations are anticipated to commence in 2026. Of the five proposed buildings included in the proposed project, Buildings 2, 4, and 5 are anticipated to operate for 80 hours per week, while Buildings 1 and 3 are anticipated to operate 24 hours a day, seven days a week. The Proposed Project would accommodate approximately 934 employees daily.[2]

The proposed project would require the following City approvals: design review; tentative and final parcel map; conditional use permit (CUP) and master plan pursuant to Section 17.30.030 (Allowed Land Uses and Permit Requirements) of the Racho Cucamonga Municipal Code (RCMC); zoning map amendment pursuant to Section 17.38.080 (Large Warehouse Overlay Zone) of the RCMC; and a development agreement.

ES.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Table ES-1 below provides a detailed summary of the environmental impacts associated with implementation of the proposed project. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures. The potential direct and indirect impacts and cumulative impacts for these topical issues are addressed in Chapter 4, "Cumulative Impacts," of this Draft EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6, "Other CEQA Considerations." The following summarizes the scope of analysis and impacts from the proposed project.

Based on the Initial Study, the environmental topics evaluated within this Draft EIR include:

- aesthetics;
- air quality;
- archaeological, historical, and tribal cultural resources;
- biological resources;
- energy;
- geology and soils (paleontological resources);
- greenhouse gas (GHG) emissions;
- hazards and hazardous materials;
- hydrology and water quality;
- land use and planning;
- noise;
- public services;
- transportation; and
- utilities and service systems.

In addition, the Initial Study determined the following environmental topics would not result in potentially significant impacts and therefore, did not warrant detailed analysis within the Draft EIR (refer to Appendix A for detailed analysis):

- agricultural and forestry resources;
- mineral resources;
- population and housing;
- recreation; and
- wildfire.

[1] While January 2026 was used as the beginning year for construction based on an earlier iteration of the project schedule, this construction schedule represents a conservative analysis as construction equipment is assumed to become more fuel efficient and cleaner as time passes. Therefore, this analysis presents the worst-case scenario for the construction of the project.

[2] Average employees per square foot is 1:1,300 sf of building space.

ES.3.1 No Impacts/Less-Than-Significant Impacts

The following topics were determined to have no impacts or less-than-significant impacts:

- aesthetics;
- hydrology and water quality;
- land use and planning;
- public services; and
- utilities and service systems.

ES.3.2 Less-Than-Significant Impacts With Mitigation

The following topics were determined to have potentially significant impacts that could be reduced to less-than-significant levels with incorporation of mitigation measures:

- air quality;
- archaeological, historical, and tribal cultural resources;
- biological resources;
- energy;
- geology and soils (paleontological resources);
- greenhouse gas (GHG) emissions;
- hazards and hazardous materials; and
- noise.

ES.3.3 Significant and Unavoidable Impacts

The following topics were determined to have significant and unavoidable impacts even with incorporation of mitigation measures:

- Transportation (project-level and cumulative vehicle miles traveled (VMT) impacts).

ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

The following provides brief descriptions of the alternatives evaluated in Chapter 5, "Alternatives", of this Draft EIR.

- **Alternative 1: No Project – No Development.** The No Project – No Development alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of not approving the project by leaving the project site in its currently vacant, undeveloped state as it is under existing conditions.
- **Alternative 2: Reduced Project with Battery Energy Storage System (BESS) Alternative**. The Reduced Project with BESS Alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the size of the project's building square footage and overall footprint, while introducing a new BESS facility and City-owned electrical substation on-site. Specifically, Alternative 2 would remove the southwestern parcel from the project boundary and consist of two warehouse buildings totaling 736,084 square feet (sf) with 137 loading docks, a new BESS facility on approximately 11.6 acres in the western portion of the project site, and a new City-owned 230 kilovolt (kV) electrical substation in the southeastern portion of the project site.
- **Alternative 3: Reduced Project with Truck Parking Alternative.** The Reduced Project with Truck Parking Alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the size of both the project site and project while introducing a new truck parking lot on-site. Specifically, Alternative 3 would remove southwestern parcel from the project boundary and would consist of two warehouse buildings totaling 736,084 sf with 137 loading docks. In addition, a new 373-stall truck parking lot would be provided in the western portion of the project site while a new City-owned 230 kV electrical substation would be constructed in the southeastern portion of the project site.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[e][2]) require selection of an environmentally superior alternative from among the other alternatives evaluated. Alternative 3 – Reduced Project with Truck Parking Alternative would be the environmentally superior alternative because this alternative reduces the severity of the project's environmental impacts while also meeting the majority of the project objectives. The environmental impacts from Alternative 3 would be similar to those of the proposed project, but the reduced project footprint and building size would reduce the potential to encounter native soils that could contain cultural and paleontological resources, reduce the potential for erosion and exposure to hazards, reduce VMT, reduce demand for public services and utilities, and reduce the emissions of criteria air pollutants and GHGs generated by the construction and operation of the project. Although the proposed project's significant and unavoidable impact on transportation would be slightly reduced under Alternative 3, the impact would not be completely avoided. Furthermore, Alternative 3 would not achieve one of the project objectives, which is to maximize the rate of economic activity per acre of land in order to increase the City's tax base as well as to increase overall economic development in the city. While Alternative 3 would introduce new modern industrial and warehouse uses on the project site, because this alternative would be a reduced version of the proposed project, it would not fully utilize the project site to its highest economic potential for the City. Lastly, while Alternative 2 would meet the project objectives and generally result in impacts similar to those of the proposed project, this alternative reduces the severity of several of the project's environmental impacts, but it does so to a lesser degree than Alternative 3 and therefore was determined to not be superior to the proposed project. Therefore, Alternative 3 is identified as the environmentally superior alternative.

ES.5 AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. A notice of preparation (NOP) to prepare an EIR was distributed for public review from November 1, 2023 to November 30, 2023 and was made available to responsible agencies, interested parties, and organizations, as well as private organizations and individuals that may have an interest in the project. A public scoping meeting was held on November 14, 2023. The purpose of the NOP and the scoping meeting was to provide notification that an EIR was being prepared for the project and to solicit input on the scope and content of the environmental document. The NOP and responses to the NOP are included in Appendix A of this Draft EIR. Key concerns and issues that were expressed during the scoping process included the following:

- potential effects on air quality,
- concerns associated with potentially damaging or disturbing cultural and tribal cultural resources,
- potential effects associated with GHG emissions,
- GHG emissions from heavy duty trucks,
- impacts to road circulation,
- existing toxic/hazardous substances onsite,
- avoidance of existing utilities.

These issues are each addressed within the sections in Chapter 3 of this Draft EIR. As discussed throughout Chapter 3, any impacts related to these issues are either identified as less than significant, or less than significant after mitigation. As such, these issues would not be areas of controversy with project implementation.

ES.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the project, the key issues to be resolved include decisions by the City of Rancho Cucamonga, as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether there are other mitigation measures that should be applied to the project besides those identified in this EIR.
- Whether there are any alternatives to the project that would substantially lessen any of its significant impacts while achieving most of the basic project objectives.

ES.7 MITIGATION MONITORING

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the project are adopted as conditions of approval for the project. The mitigation measures identified in this Draft EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. An MMRP would be adopted by the City at the time of project approval.

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Aesthetics			
Impact 3.1-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality	LTS	No mitigation is required.	LTS
Impact 3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.1-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area	LTS	No mitigation is required.	LTS
Air Quality			
Impact 3.2-1: Conflict With or Obstruct Implementation of the Air Quality Management Plan	LTS	No mitigation is required.	LTS
Impact 3.2-2: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Thresholds	PS	**Mitigation Measure 3.2-2a: Construction Low VOC Coatings** To reduce VOC emissions during construction activities involving the application of coatings, the construction contractors shall use low-VOC coatings with a VOC content of 10 grams per liter (g/L) or less during all phases of construction or comply with SCAQMD Rule 113 and extend the painting schedule to ensure VOC emissions do not exceed SCAQMD regional construction thresholds. Prior to the issuance of a building permit, the project applicant shall submit a list of coatings to be used, their respective VOC content, and a summary of the surface area to be painted to the City. The project applicant and future tenants shall report this information to the City to verify compliance. This shall be enforced through oversight by the City and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all ongoing responsibilities during construction. **Mitigation Measure 3.2-2b: Zero Emission Electrical Design and Operation** To reduce impacts from operations-related exhaust emissions, the project applicant and/or future owners/tenants shall be required to employ fully electric yard equipment and include EV charging stations to allow for the EV truck charging.	LTSM

NI = No impact LTS = Less than significant PS = Potentially significant LTSM = Less than significant with Mitigation SU = Significant and unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		▶ All yard equipment used onsite for warehouse operations, including but not limited to forklifts and yard trucks, shall be powered by zero emission (ZE) technology, such as battery electric. The project applicant shall provide adequate charging stations within the project site to allow for the use of 100 percent EV equipment. These requirements are consistent with Strategy 1.4 of the CAP, which requires equipment used in the operation of commercial and industrial uses greater than or equal to 50 horsepower to be equipped with ZE technology or fuels. ▶ The project applicant shall provide 10 percent "EV Ready" parking spaces, and 5 percent "EV Installed" parking spaces. These requirements are consistent with Strategy 1.2 of the CAP and, for the purposes of this measure, applies to both employee parking and medium-duty and heavy-duty truck parking. The project applicant shall ensure that the building design includes adequate electrical infrastructure to power these allow for the charging of all yard equipment and a large portion of trucks visiting the project site. ▶ The project applicant shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation on using only ZE off-road yard equipment and adequate automotive and truck charging shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the project facility owner and tenant/business entity shall provide to the City Planning Division a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only ZE equipment for daily operations. ▶ The use of gasoline-powered landscape equipment shall be prohibited. This shall be enforced through verification of the City through a condition of approval made between future project applicants and the City. For this measure to be successfully implemented, the project applicant shall install electrical outlets on the exterior of buildings so that the corded electric landscaping equipment can be more easily used in different areas, and batteries can be charged if indoor charging is not available. If zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs, the project applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. **Mitigation Measure 3.2-2c: Transport Refrigerant Unit Electrical Hookups for Cold Storage Uses** The project applicant shall install electrical hookups at every loading dock door and truck parking area for TRUs with electric standby capabilities. TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. This measure requires TRUs to be plugged in, thereby eliminating the need to run TRUs on diesel. This measure only applies to the portion of future tenant uses that includes cold storage warehousing. Future tenants of cold storage facilities (e.g., storage facility equipped with temperature-controlled environments) within the project site shall ensure that all TRUs are plugged in and that no TRUs run on diesel power. In order for this measure to be feasible, the project applicant shall ensure that the building design includes adequate electrical infrastructure to power these to allow for the charging of all TRUs. If zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. **Mitigation Measure 3.2-2d: Idling Limits During Operations** The project proponent and future tenants shall ensure that all medium- and heavy-duty trucks that visit the project site limit their idling by shutting down engines when not in use. Ilding shall be limited to a maximum idling time of less than 3 minutes at any given location and a total of 15 minutes total within the project site for each truck visit. The future tenants shall install clear signage regarding the limitation on idling time at the delivery driveway and loading areas. The project applicant and future tenants shall report this information to the City to verify compliance. This shall be enforced through oversight by the City and shall be included as part of the contractual lease agreement language to ensure the tenants/lessees are informed of all ongoing responsibilities.	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.2-3: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Thresholds	LTS	No mitigation is required.	LTS
Impact 3.2-4: Expose Sensitive Receptors to TAC Concentrations That Result in an Incremental Increase in Cancer Risk Greater Than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater	PS	Implement **Mitigation Measures 3.2-2b, 3.2-2c,** and **3.2-2d**.	LTSM
Impact 3.2-5: Result in Other Emissions (Such as Those Leading to odors) Adversely Affecting a Substantial Number of People	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.2-1: Conflict With or Obstruct Implementation of the Air Quality Management Plan	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.2-2: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission thresholds	PS	Implement **Mitigation Measures 3.2-2a, 3.2-2b, and 3.2-2c**.	LTSM
Cumulative Impact 4.3.2-3: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Threshold	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.2-4: Expose Sensitive Receptors to TAC Concentrations That Result in an Incremental Increase in Cancer Risk Greater Than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater	PS	Implement **Mitigations Measure 3.2-2b** and **3.2-2c**.	LTSM
Cumulative Impact 4.3.2-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People	LTS	No mitigation is required.	LTS
Archaeological, Historical, and Tribal Cultural Resources			
Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	PS	**Mitigation Measure 3.3-1: For All Ground-Disturbing Construction Activities, Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Deposits** In the event that any precontact or historic era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted by construction personnel, and a qualified professional archaeologist (one who meets the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the City shall contact the appropriate California Native American tribes (GBMI, MBMI, and other tribes affiliated with the project site). A	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		California Native American tribe(s) that is traditionally and culturally affiliated with the project site may make recommendations for further evaluation and treatment as necessary and provide input on the preferred treatment of the find. If the find is determined to be significant by the qualified archaeologist or the tribal representative (i.e., because it is determined to constitute a unique archaeological resource or a tribal cultural resource, as appropriate), the qualified archaeologist and tribal representative, as appropriate, shall develop, and the applicant shall implement appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures shall include but would not necessarily be limited to preservation in place (which shall be the preferred manner of protecting unique archaeological resources and tribal cultural resources), archival research, monitoring, subsurface testing, or contiguous block unit excavation and data recovery (pursuant to a data recovery plan). No work at the discovery location shall resume until all necessary investigation and evaluation of the resource has been concluded by the archaeologist and/or tribal representative(s).	
Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	PS	Implement **Mitigation Measure 3.3-1**. **Mitigation Measure 3.3-2a: Retain a Native American Monitor from MBMI Prior to Commencement of Ground-Disturbing Activities** The project applicant shall retain a Native American Monitor from or approved by MBMI. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		of significance, etc., (collectively, TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the MBMI from a designated point of contact from the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by MBMI to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs. **Mitigation Measure 3.3-2b: Retain a Native American Monitor from the GBMI Prior to Commencement of Ground-Disturbing Activities** The project applicant shall retain a Native American Monitor from or approved by the GBMI. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the GBMI from a designated point of contact from the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		site or in connection with the proposed project are complete; or (2) a determination and written notification by the GBMI to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs. **Mitigation Measure 3.3-2c: Halt Ground Disturbance Upon the Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)** Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the tribal monitors and/or GBMI archaeologist. Affected tribes will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes, or repatriation. **Mitigation Measure 3.3-2d: Halt Ground Disturbance Upon the Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance. **Mitigation Measure 3.3-2e: Provide all Cultural Documents to MBMI and YSMN, and Continue Coordination with YSMN** The city shall provide the final copy of all cultural resources' documents created as part of the proposed project (e.g., isolate records, site records, survey reports, testing reports) to YSMN and MBMI. The City and Etiwanda Commerce Center CC, LP, in good faith, will continue to coordinate with YSMN throughout the life of the project. This coordination shall include communications such as alerting YSMN prior to any ground disturbing activities.	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative Impact 4.3.3-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	PS	Implement **Mitigation Measure 3.3-1.**	LTSM
Cumulative Impact 4.3.3-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	PS	Implement **Mitigation Measures 3.3-1** and **3.3-2a through 3.3-2d.**	LTSM
Biological Resources			
Impact 3.4-1: Result in Degradation or Loss of State or Federally Protected Aquatic Resources	PS	**Mitigation Measure 3.4-1: Require No Net Loss of Ecological Functions for State Protected Aquatic Resources** The following shall be implemented prior to initiation of construction activities within Chadwick Channel to achieve no net loss of ecological functions of State protected aquatic resources: ▶ The project applicant shall notify CDFW before commencing activity that may divert the natural flow or otherwise alter the bed, bank, or riparian corridor of Chadwick Channel, which is protected pursuant to Section 1602 of the Fish and Game Code. The applicant shall obtain a Streambed Alteration Agreement from CDFW before such activity commences. The applicant shall conduct project construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of Chadwick Channel. These pre-construction measures shall include but are not limited to demarcation of the construction area, biological monitoring, environmental awareness training for construction crews, and compensatory measures. The pre-construction and compensatory measures shall result in no net loss of the existing ecological functions that the Chadwick Channel provides (i.e. groundwater recharge and flood prevention). If compensatory mitigation is required as part of the Streambed Alteration Agreement, the following actions would feasibly achieve the standard of no net loss of existing ecological functions of Chadwick Channel: ▪ Purchase of appropriate mitigation credits at a CDFW-approved mitigation bank; ▪ Payment into a CDFW-approved in-lieu fee fund; or ▪ Permittee responsible on-site/off-site establishment, re-establishment, enhancement, rehabilitation, and/or preservation. CDFW will have final approval of any required compensatory mitigation measures as part of the Streambed Alteration Agreement process.	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.4-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.4-1: Result in Degradation or Loss of State or Federally Protected Aquatic Resources	PS	Implement **Mitigation Measure 3.4-1.**	LTSM
Cumulative Impact 4.3.4-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	LTS	No mitigation is required.	LTS
Energy			
Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation	PS	Implement **Mitigation Measures 3.2-2b** and **3.2-2c** in Section 3.2, "Air Quality", and **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change".	LTSM
Impact 3.5-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	PS	Implement **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change".	LTSM
Cumulative Impact 4.3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation	PS	Implement **Mitigation Measures 3.2-2b** and **3.2-2c** in Section 3.2, "Air Quality", and **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change".	LTSM
Cumulative Impact 4.3.5-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	PS	Implement **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change".	LTSM
Geology and Soils			
Impact 3.6-1: Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking	LTS	No mitigation is required.	LTS
Impact 3.6-2: 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, Liquefaction, or Collapse	LTS	No mitigation is required.	LTS
Impact 3.6-3: Be Located on Expansive Soil, Creating a Substantial Direct or Indirect Risk to Life and Property	LTS	No mitigation is required.	LTS
Impact 3.6-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	PS	**Mitigation Measure 3.6-4a: Retain a Qualified Paleontologist** Prior to the start of earthwork, a qualified paleontologist shall be retained to oversee the paleontological mitigation program and shall attend the pre-	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		construction meeting to consult with proposed project contractors concerning excavation schedules, paleontological field techniques, and safety issues relating to the protection of paleontological resources that could be encountered. The qualified Paleontologist shall have the following qualifications: ▶ an M.S. or Ph.D. emphasizing paleontology and sedimentary geology; ▶ experienced with paleontological procedures and techniques; ▶ knowledge of the geology and paleontology of San Bernardino County; and ▶ at least 2 years of work experience as a paleontological mitigation project supervisor. In addition, a professional repository shall be designated by the qualified Paleontologist to receive and curate any discovered/recovered fossils. A professional repository is defined as a recognized paleontological specimen repository (e.g., an American Alliance of Museum-accredited museum or university) with a permanent curator, and should be capable of storing fossils in a facility with adequate security against theft, loss, damage, fire, pests, and adverse climate conditions (e.g., San Bernardino County Museum). The qualified Paleontologist shall also direct the work of the paleontological monitor described in Mitigation Measure 3.6-4b. **Mitigation Measure 3.6-4b: Monitor Earthwork that Exceeds Five Feet Below Ground Surface** A paleontological monitor shall be on-site to monitor earthwork that exceeds five feet below ground surface (e.g., remedial grading for the building pads, excavation for water quality basins, and trenching for subgrade utilities), unless such earthwork only involves areas of known artificial fill. The paleontological monitor shall have the following qualifications ▶ a college degree emphasizing paleontology with experience in the recognition and salvage of fossils materials ▶ 2 years of demonstrable equivalent experience in the recognition and salvage of fossil materials. The paleontological monitor shall work under the direction of the qualified Paleontologist. The paleontological monitor shall be empowered with the authority to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain small fossil invertebrates and vertebrates. The paleontological monitor shall also be empowered to temporarily halt or divert construction activities where necessary to allow for salvage of fossils, removal of sediment samples, and removal of any abundant or large specimens.	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		Mitigation Measure 3.6-4c: Complete Initial Assessment if Resources are Discovered If fossils are identified during earthwork by the paleontological monitor, the qualified Paleontologist shall make an initial assessment of their significance. All identifiable vertebrate fossils (large or small) and uncommon invertebrate, plant, and trace fossils are considered to be significant and shall be recovered. Representative samples of common invertebrate, plant, and trace fossils shall also be recovered. In instances where recovery of small fossil remains (e.g., isolated teeth of small vertebrates) is required, it may be necessary to collect bulk-matrix samples for screen-washing as determined by the qualified Paleontologist. **Mitigation Measure 3.6-4d: Halt Work Conditions if Resources are Discovered while Qualified Paleontologist and Paleontological Monitor are Absent** In the event that potential fossils are encountered when the paleontological monitor is not monitoring the earthwork (i.e., an inadvertent discovery occurs when the conditions described in Mitigation Measure 3.6-4a are not present), earthwork within the vicinity of the discovery site shall temporarily halt, and the qualified Paleontologist or paleontological monitor shall be contacted and shall evaluate the significance of the discovery. Earthwork within the vicinity of the encounter shall not proceed until so directed by the paleontological monitor. If the inadvertent discovery is determined to be significant by the qualified Paleontologist, the fossils shall be recovered, as outlined in Mitigation Measure 3.6-4c. **Mitigation Measure 3.6-4e: Catalog Resources Discovered** Any fossil remains salvaged during construction shall be cleaned, repaired, sorted, taxonomically identified, and cataloged as part of the mitigation program. Fossil preparation shall include screen-washing of bulk matrix samples for microfossils or other laboratory analyses (e.g., radiometric carbon dating), if determined to be necessary by the qualified Paleontologist or paleontological monitor as outlined in Mitigation Measure 3.6-4c. Fossil preparation and curation activities may be conducted at the laboratory of the contracted qualified Paleontologist, at an appropriate outside agency, and/or at the designated repository, and shall follow the standards of the designated repository. **Mitigation Measure 3.6-4f: Curate Resources at a Professional Repository** Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be curated at a professional repository, the San Bernardino County Museum, as outlined in Mitigation Measure 3.6-4a. The qualified Paleontologist shall have a	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		written repository agreement with the professional repository prior to their initiation of work on the proposed project. **Mitigation Measure 3.6-4g: Create a Final Summary Report** A final summary report shall be completed at the conclusion of the monitoring and curation phases of work, and shall summarize the results of the mitigation program. The report shall be completed by or under the direction of the qualified Paleontologist. A copy of the paleontological monitoring report shall be submitted to the City of Rancho Cucamonga Planning Director and to the professional repository, the San Bernardino County Museum. The report and specimen inventory, when submitted to the City of Rancho Cucamonga with confirmation of the curation of recovered specimens into an established, accredited repository, shall signify completion of the program to mitigate impacts to paleontological resources.	
Cumulative Impact 4.3.6-1: Directly or Indirectly Cause Potential Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Strong Seismic Groundshaking	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.6-2: 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, Liquefaction, or Collapse	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.6-3: Be Located on Expansive Soil, Creating Substantial Direct or Indirect Risks to Life and Property	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.6-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	PS	Implement **Mitigations Measure 3.6-4a through 3.6-4g**.	LTSM
Greenhouse Gas Emissions and Climate Change			
Impact 3.7-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That may Have a Significant Impact on the Environment or Conflict With GHG Plans	PS	Implement **Mitigation Measures 3.2-2b** and **3.2-2c** in Section 3.2, "Air Quality," and **Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c,** and **3.13-2d** in Section 3.13, "Transportation." **Mitigation Measure 3.7-1a: Zero Emission Construction Equipment** At least 50 percent of the equipment used onsite to construct the project shall be powered by near-zero emission (NZE) or zero emission (ZE) technology. Examples of NZE and ZE technologies include battery electric, renewable diesel, hydrogen, or	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		biomethane. This requirement applies to all construction equipment greater than or equal to 50 horsepower. If NZE or ZE equipment and/or fuel options are not commercially available for the project's construction equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that NZE or ZE equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. **Mitigation Measure 3.7-1b: Install Renewable Energy** The project applicant and future tenants shall install adequate renewable energy on-site to meet the maximum percent feasible of future power needs, including both building uses as well as charging for electrical equipment, vehicles, and trucks. The renewable energy will be installed consistent with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B. Design of renewable energy shall be demonstrated on building plans and submitted for approval by the City prior to the issuance of building permits. **Mitigation Measure 3.7-1c: Low GWP Refrigerants in Cold Storage** The proposed project shall ensure that refrigerants with a lower global warming potential are used in cold storage refrigeration units. Typical replacements for R-410a, which has a GWP of 2087.5, include R-454b and R-32, which have GWP of 465.39 and 675, respectively. Use of low GWP refrigerants shall be demonstrated on building plans for tenant improvement prior to the issuance of certificate of occupancy for future tenant and shall be subject to City approval.	
Cumulative Impact 4.3.7-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment or Conflict with State GHG Reduction Goals	PS	Implement **Mitigation Measures 3.2-2b, 3.2-2c** in Section 3.2, "Air Quality," and **Mitigation Measures 3.7-1a, 3.7-1b,** and **3.7-1c** in Section 3.7, "Greenhouse Gas Emissions and Climate Change," and **Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c,** and **3.13-2d** in Section 3.13, "Transportation."	LTSM
Hazards and Hazardous Materials			
Impact 3.8-1: Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.8-2: 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 Environment	LTS	**Mitigation Measure 3.8-2a: Complete Ongoing Remediation and Abatement of Soil Vapors** Prior to issuance of a grading permit, the project applicant shall obtain approval by DTSC for the workplan to complete the ongoing remediation and abatement of contaminated soils and soil vapors to the applicable DTSC standards under DTSC oversight. Regulatory approvals demonstrating an approved workplan of such remediation and abatement from DTSC shall be provided to the City prior to issuance of a grading permit. **Mitigation Measure 3.8-2b: Complete Ongoing Cleanup and Remediation of PCB Contamination** Prior to issuance of a grading permit, the project applicant shall complete the ongoing cleanup and remediation of PCB-impacted soils and concrete under EPA oversight. Regulatory approvals demonstrating satisfactory completion of such cleanup and remediation activities shall be provided to the City.	LTSM
Impact 3.8-3: For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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	LTS	No mitigation is required.	LTS
Impact 3.8-4: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.8-1: Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.8-2: 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 Environment	PS	Implement **Mitigation Measures 3.8-2a through 3.8-2c.**	LTSM
Cumulative Impact 4.3.8-3: For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative Impact 4.3.8-4: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	LTS	No mitigation is required.	LTS
Hydrology and Water Quality			
Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality	LTS	No mitigation is required.	LTS
Impact 3.9-2: Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin	LTS	No mitigation is required.	LTS
Impact 3.9-3: Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows	LTS	No mitigation is required.	LTS
Impact 3.9-4: Conflict with or Obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.9-2: Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.9-3: Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.9-4: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan	LTS	No mitigation is required.	LTS
Land Use and Planning			
Impact 3.10-1: Physically Divide an Established Community	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.10-2: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.10-1: Physically Divide an Established Community	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.10-2: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LTS	No mitigation is required.	LTS
Noise and Vibration			
Impact 3.11-1: Project Related Short-Term Construction Noise Impacts	PS	**Mitigation Measure 3.11-1: Implement Nighttime Construction-Noise Reduction Measures** Prior to issuance of a grading permit by the City, the project applicant shall implement or incorporate the following construction noise reduction measures into construction specifications for construction contractor implementation during concrete pours and any other nighttime (i.e., 10:00 p.m. to 6:00 a.m.) project construction activity: ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All construction equipment and staging areas shall be located the maximum feasible distance from nearby noise-sensitive land uses (i.e., SR 6 and SR 7), and/or located such that existing or constructed noise attenuating feature (e.g., temporary noise wall or blanket) block line-of-site between affected noise-sensitive land uses and the construction noise source. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., mixing concrete off-site instead of on-site, using electric-powered equipment instead of pneumatic or internal combustion powered equipment) where feasible. ▶ Stationary noise sources such as generators or pumps shall be located the maximum feasible distance from noise-sensitive uses (i.e., SR 6 and SR 7). All motorized construction equipment shall be shut down when not in use to prevent idling.	LTSM

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		▶ Concrete mixing shall occur off-site and electric-powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where electric-powered equivalents are commercially available. ▶ For construction activity that would occur within a clear line-of-sight of adjacent offsite receptors (i.e., SR 6 and SR 7), temporary sound barriers to attenuate noise, such as temporary noise curtains, sound walls, or similar products that provide a barrier to attenuate construction noise shall be installed. The temporary sound barrier shall be located between the project construction noise sources and receptors to shield the receptors from construction noise. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8-10 dB (EPA 1971). The installation of any temporary sound barrier shall meet all the following criteria: ▪ Be installed as close as feasible to the boundary of the construction site within the direct line of sight path of the nearby sensitive receptor (s); ▪ Shall consist of durable, flexible composite material featuring a noise barrier layer bound to sound-absorptive material on one side; and ▪ Shall consist of rugged, impervious material with a surface weight of at least one pound per square foot, such that a minimum of 10 dBA reduction is achieved on the receiving side of the sound barrier.	
Impact 3.11-2: Exposure of Existing Receptors to Excessive Traffic Noise Levels	LTS	No mitigation is required.	LTS
Impact 3.11-3: Long-Term Operational Non-Transportation Noise Levels	LTS	No mitigation is required.	LTS
Impact 3.11-4: Exposure of Sensitive Receptors to Construction Vibration	LTS	No mitigation is required.	LTS
Impact 3.11-5: Vibration Compatibility	LTS	No mitigation is required.	LTS
Cumulative Impacts 4.3.11-1 (Cumulative Short-Term Construction Noise Impacts), 4.11-4 (Cumulative Exposure of Sensitive Receptors to Construction Vibration), and 4.11-5 (Cumulative Vibration Compatibility)	PS	Implement **Mitigation Measure 3.11-1.**	LTSM
Cumulative Impact 4.3.11-2: Cumulative Traffic Noise	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.11-3: Cumulative Stationary Noise Sources	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Public Services			
Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives	LTS	No mitigation is required.	LTS
Impact 3.12-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.12-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives	LTS	No mitigation is required.	LTS
Transportation/Traffic			
Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	LTS	No mitigation is required.	LTS
Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled	PS	**Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing** Prior to the issuance of certificate of occupancy by the City, the project tenant(s) shall implement a marketing strategy to promote the project site employer's commute trip reduction program. The marketing strategy shall reduce project generated VMT per employee by 4 percent. The following features (or similar) shall be evaluated as part of development of the marketing strategy: ▶ on-site or online commuter information services, ▶ employee transportation coordinators, ▶ on-site or online transit pass sales, and ▶ guaranteed ride home service. **Mitigation Measure 3.13-2b: Provide Employee Rideshare Program**	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		Prior to the issuance certificate of occupancy by the City, the project tenant(s) shall implement a ridesharing program for employees with similar commutes with funding requirements for employers. Existing programs including IE Commuter can be leveraged for this measure. The employee rideshare program shall reduce project generated VMT per employee by 4 percent. The following strategies shall be evaluated as part of development of the rideshare program: ▶ designating a certain percentage of desirable parking spaces for ridesharing vehicles, ▶ designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and ▶ providing an app or website for coordinating rides. **Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities** Prior to the issuance of certificate of occupancy by the City, the project applicant shall install and maintain end-of-trip facilities for employee use. The implementation of end-of-trip facilities shall reduce project generated VMT per employee by 0.3-percent. End-of-trip facilities considered in the proposed project shall include but not be limited to: bike parking, bike lockers, showers, and personal lockers. **Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool** Prior to the issuance of certificate of occupancy by the City, the project tenant(s) shall implement an employer-sponsored vanpool service. The employer-sponsored vanpool service shall be designed and operated to reduce project generated VMT per employee by 1.6 percent.	
Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)	LTS	No mitigation is required.	LTS
Impact 3.13-4: Result in Inadequate Emergency Access	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled	PS	Implement **Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c,** and **3.13-2d** in Section 3.13, "Transportation."	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative Impact 4.3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.13-4: Result in Inadequate Emergency Access	LTS	No mitigation is required.	LTS
Utilities and Service Systems			
Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects	LTS	No mitigation is required.	LTS
Impact 3.14-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years	LTS	No mitigation is required.	LTS
Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project Determined that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments	LTS	No mitigation is required.	LTS
Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals	LTS	No mitigation is required.	LTS
Impact 3.14-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.14-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.14-3: Result in a Determination by the Wastewater Treatment Provider which Serves or May Serve the Project Determined that it Has	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments			
Cumulative Impact 4.3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals	LTS	No mitigation is required.	LTS
Cumulative Impact 4.3.14-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste	LTS	No mitigation is required.	LTS

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1 INTRODUCTION

This chapter provides an introduction and describes the purpose and intended uses of this draft environmental impact report (Draft EIR) for the Etiwanda Commerce Center project (proposed project), the scope of the Draft EIR, and the California Environmental Quality Act (CEQA) process that will be followed for the proposed project. The City of Rancho Cucamonga is processing an application for the Etiwanda Commerce Center Project (proposed project), which includes the site clearing and grading on-site for the construction, operation, and maintenance of five new warehouse/distribution buildings totaling up to 1,214,131 gross square feet on approximately 73 acres of land, located at 8996 Etiwanda Avenue, in the City of Rancho Cucamonga (City).

1.1 PURPOSE AND INTENDED USES OF THIS DRAFT EIR

This Draft EIR is intended to inform the City, public agencies, and the public in general of the proposed project's environmental effects, to identify and implement feasible methods of avoiding or substantially lessening significant environmental impacts should the proposed project be approved, and to consider alternatives to the proposed project as proposed. CEQA provides that public agencies should not approve projects until all feasible means available have been employed to avoid or substantially lessen significant environmental effects. The City of Rancho Cucamonga is the CEQA lead agency for the proposed project and responsible for preparation of this Draft EIR and is required to consider the information in the EIR when deciding whether to approve or deny the proposed project.

1.2 CEQA ENVIRONMENTAL REVIEW PROCESS

City staff determined that preparation of an EIR is required because the proposed project would result in one or more potentially significant effects on the environment. An EIR is an informational document that informs decision-makers and the public of the significant environmental effects of a project (CEQA Guidelines Section 15121). This Draft EIR has been prepared as a Project EIR that analyzes, "the changes in the environment that would result from the development project" including construction and operational activities (CEQA Guidelines Section 15161).

1.2.1 Notice of Preparation, Initial Study, and Public Scoping

In accordance with Section 15082 of the State CEQA Guidelines, the City published a notice of preparation (NOP) of the Draft EIR, and circulated it to the State Clearinghouse, resources agencies, and interested parties. The NOP included the Initial Study Environmental Checklist, which, in compliance with State CEQA Guidelines Section 15063, was prepared to determine if the project may have a significant effect on the environment. Based on the results of the Initial Study Environmental Checklist, the following environmental topics are addressed and analyzed 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, and
- utilities and service systems.

The following remaining environmental topics are not addressed or analyzed in the Draft EIR because the Initial Study Environmental Checklist demonstrated that the proposed project would not result in potentially significant environmental impacts:

- agricultural and forestry resources,
- mineral resources,
- population and housing,
- recreation, and
- wildfire.

The NOP was filed with both the State Clearinghouse on November 1, 2023, and with the San Bernardino County Clerk on November 1, 2023. The NOP requested comments on the scope of the Draft EIR and asked that those agencies with regulatory authority over any aspect of the proposed project describe that authority. The City requested comments no later than 30 days from receipt of the NOP. The NOP provided a general description and location of the proposed project and a preliminary list of probable environmental effects.

On November 14, 2023, in accordance with CEQA Section 21083.9, the City held a public scoping meeting to obtain public comments and suggestions from interested parties on the scope of the Draft EIR. The public scoping meeting was held at the Rancho Cucamonga Civic Center Drive Tri-Communities Room, at 10500 Civic Center Drive, Rancho Cucamonga, CA 91730. At the public scoping meeting, a brief presentation and overview of the proposed project was provided. After the presentation, oral comments on the scope of the environmental issues to be addressed in the Draft EIR were accepted.

Appendix A, of this Draft EIR, includes a copy of the NOP and comments submitted on the NOP. Table 1-1 presents a summary of comments relevant to the Draft EIR environmental analyses, including written comments submitted in response to the NOP and oral comments provided at the Public Scoping meeting.

Table 1-1 Summary of NOP and Public Scoping Comments

Commenter (Date)	Environmental Issues Raised	Applicable Draft EIR Section(s)
California Department of Justice, Office of Attorney General Rob Bonta (November 28, 2023)	The Attorney General Office's Bureau of Environmental Justice attached a document containing best practices and mitigation measures for warehouse projects and encourages its consideration as the Draft EIR is prepared, with priority placed on avoiding land use conflicts between warehouses and sensitive receptors and mitigating unavoidable land use conflicts.	Section 3.2, Air Quality Section 3.7, Greenhouse Gas Emissions Section 3.13, Transportation
California Department of Toxic Substances Control (DTSC) (November 16, 2023)	The project site was once part of the SoCal Edison Etiwanda Generating Station. Some units onsite have been closed, but the remaining site is still in the Corrective Action process. The City must address this concern and review the order to determine if significant impacts will occur.	Section 3.8, Hazards and Hazardous Materials
Native American Heritage Commission (November 2, 2023)	The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.	Section 3.3, Archaeological, Historical, and Tribal Cultural Resources

Commenter (Date)	Environmental Issues Raised	Applicable Draft EIR Section(s)
Californians Allied for a Responsible Economy (CARE) (November 30, 2023)	CARE recommends that the Draft EIR: identify and analyze the type of refrigerants and consider natural refrigerant alternatives; analyze air quality impacts based on existing similar sized warehouse projects and a Health Risk Assessment should be prepared; and recommends the City to adopt quantitative greenhouse gas emissions significance thresholds.	Section 3.2, Air Quality Section 3.7, Greenhouse Gas Emissions
South Coast Air Quality Management District (SCAQMD) (November 30, 2023)	SCAQMD recommends that the City: ▶ Use SCAQMD's CEQA Air Quality Analysis handbook and website as guidance when preparing the air quality and greenhouse gas analyses ▶ Use CalEEMod to estimate pollutant emissions for the proposed land use ▶ Quantify criteria pollutant emissions and compare to SCAQMD's regional pollutant emissions significance thresholds and localized significance thresholds to determine air quality impacts ▶ Identify potential adverse air quality impacts from all phases of construction and operation of project SCAQMD comments on the potential health impacts of siting warehouses within close proximity of sensitive receptors and discusses overall design considerations as well as mitigation measures in the event that the proposed project results in a significant adverse air quality impact.	Section 3.2, Air Quality Section 3.7, Greenhouse Gas Emissions

1.2.2 Draft EIR

This Draft EIR provides a description of the proposed project, environmental setting, analysis of the proposed project's environmental impacts, and mitigation measures for impacts found to be significant, as well as an analysis of alternatives to the proposed project. Significance criteria have been developed for each environmental topic analyzed in this Draft EIR and are defined for each impact analysis section. The Draft EIR provides one of the following conclusions for each significance criterion evaluated:

- Potentially significant impact (a substantial adverse change in the environment would occur before mitigation is applied).
- Significant and unavoidable impact (a substantial adverse change in the physical environment would occur and cannot be reduced to less than significant when mitigation is applied).
- Less than significant with mitigation (a substantial adverse change in the physical environment would occur but can be reduced to less than significant when mitigation is applied).
- Less than significant (no substantial adverse change in the physical environment would occur; no mitigation is needed).

- No impact (no change from existing conditions; no mitigation is needed).

CEQA requires that the Draft EIR evaluate ways of avoiding or minimizing significant environmental effects where feasible through the application of potentially feasible mitigation measures or potentially feasible alternatives to the proposed project.

This Draft EIR is organized into chapters, as identified and briefly described below. Chapters are further divided into sections (e.g., Chapter 3, "Environmental Impacts and Mitigation Measures" and Section 3.5, "Energy"):

- The "Executive Summary": This chapter introduces the Etiwanda Commerce Center Project, environmental impacts and recommended mitigation measures, alternatives to the proposed project, areas of controversy and issues to be resolved, a summary of impacts and mitigation measures, and a summary of alternatives to the proposed project.
- Chapter 1, "Introduction": This chapter provides a synopsis of the project; a description of the type, purpose, and intended uses of this Draft EIR; a description of the scope of this EIR; a description of the lead and responsible agencies; a summary of the public review process; and a description of the organization of this EIR.
- Chapter 2, "Project Description": This chapter describes the location, background, and goals and objectives for the proposed project, and describes the project elements in detail.
- Chapter 3, "Environmental Impacts and Mitigation Measures": The sections in this chapter evaluate the expected environmental impacts generated by the proposed project, arranged by subject area (e.g., land use, hydrology and water quality). In each subsection of Chapter 3, the regulatory background, existing conditions, analysis methodology, and thresholds of significance are described. The anticipated changes to the existing conditions after development of the proposed project are then evaluated for each subject area. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified. Environmental impacts are numbered sequentially within each section (e.g., Impact 3.2-1, Impact 3.2-2, etc.). Any required mitigation measures are numbered to correspond to the impact numbering; therefore, the mitigation measure for Impact 3.2-2 would be Mitigation Measure 3.2-2.
- Chapter 4, "Cumulative Impacts": This chapter provides information required by CEQA regarding cumulative impacts that would result from implementation of the proposed project, as well as other past, present, and probable future projects.
- Chapter 5, "Other CEQA Sections": This chapter evaluates growth-inducing impacts and irreversible and irretrievable commitment of resources and discloses any significant and unavoidable adverse impacts.
- Chapter 6, "Alternatives": This chapter evaluates alternatives to the proposed project, including alternatives considered but eliminated from further consideration, the No Project Alternative, and two alternative development options. The environmentally superior alternative is identified.
- Chapter 7, "Report Preparers": This chapter identifies the preparers of the document.
- Chapter 8, "References": This chapter identifies the organizations and persons consulted during preparation of this Draft EIR and the documents and individuals used as sources for the analysis.

1.2.3 Public Review

In accordance with CEQA Guidelines Section 15105, this Draft EIR is being circulated and made available to local, State, and federal agencies, and to interested organizations and individuals who may wish to review and comment on the Draft EIR during the 45-day review period. All written comments should be directed to:

Caleb Richards, Senior Planner
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Phone: (909) 774-4307
Email: caleb.richards@cityofrc.us

Comments on the Draft EIR must be received by close of business on the last day of the 45-day review period. Written responses to comments raising environmental issues will be included in the Final EIR.

1.2.4 Final EIR

Written comments raising environmental issues received in response to the Draft EIR will be addressed in a Response to Comments document which, together with the Draft EIR and any revisions to the Draft EIR, will constitute the Final EIR. The City will then consider EIR certification (CEQA Guidelines Section 15090). If the EIR is certified, the City may consider whether to approve the proposed project. Before approving the proposed project, the City must make written findings with respect to any significant environmental effects identified in the EIR in accordance with CEQA Guidelines Section 15091.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Etiwanda Commerce Center Project (proposed project) includes the site clearing and grading preparation of the project site and the construction, operation, and maintenance of 1,214,131 gross square feet (sf) of new building floor area (28 acres) across five new warehouse/distribution buildings, including office space, loading docks for trailers, and surface parking areas for automobiles and truck trailers. In addition, the proposed project would also include the creation of a new internal vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide approximately 10 acres of landscape and other pervious surface area. The proposed project would require the following City approvals: design review; tentative and final parcel map; conditional use permit (CUP) and master plan pursuant to Section 17.30.030 (Allowed Land Uses and Permit Requirements) of the Rancho Cucamonga Municipal Code (RCMC); zoning map amendment pursuant to Section 17.38.080 (Large Warehouse Overlay Zone) of the RCMC; and a development agreement.

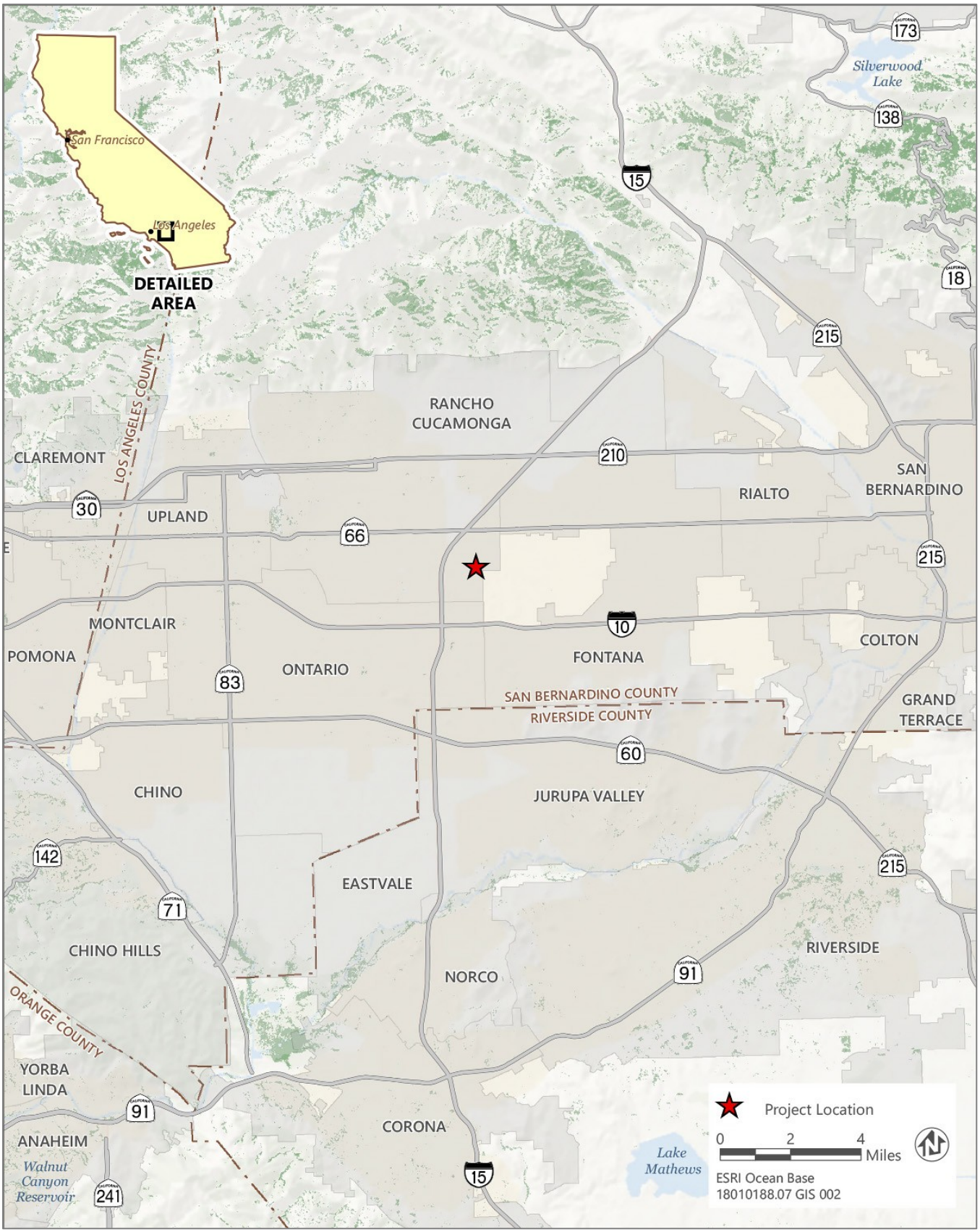
2.2 PROJECT OBJECTIVES

A statement of project objectives is required by the State CEQA Guidelines (Section 15124[b]). In general, an objective can be defined as the purpose for which something is proposed. Under CEQA, a clear statement of project objectives is necessary because alternatives evaluated in an EIR must achieve, in whole or in part, the underlying objectives. The following objectives were developed for the proposed project:

- Develop a vacant, underutilized site that implements the General Plan's vision for a modernized industrial employment district in the Southeast Industrial Area.
- Remove hazardous materials from the project site to enable industrial development compatible with human health standards.
- Locate near compatible land uses and businesses and avoid conflicts with residential and other sensitive land uses.
- Develop in proximity to available infrastructure, such as designated truck routes, the State highway system, and utilities, with connections to the Southern California supply chain and goods movement network.
- Provide a complete network of streets and access routes to increase access and improve public safety in the Southeast Industrial Area.
- Increase the number and quality of employment opportunities in the city to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs-to-housing balance.
- Maximize the rate of economic activity per acre of land to increase the City's tax base and increase overall economic development in the city.

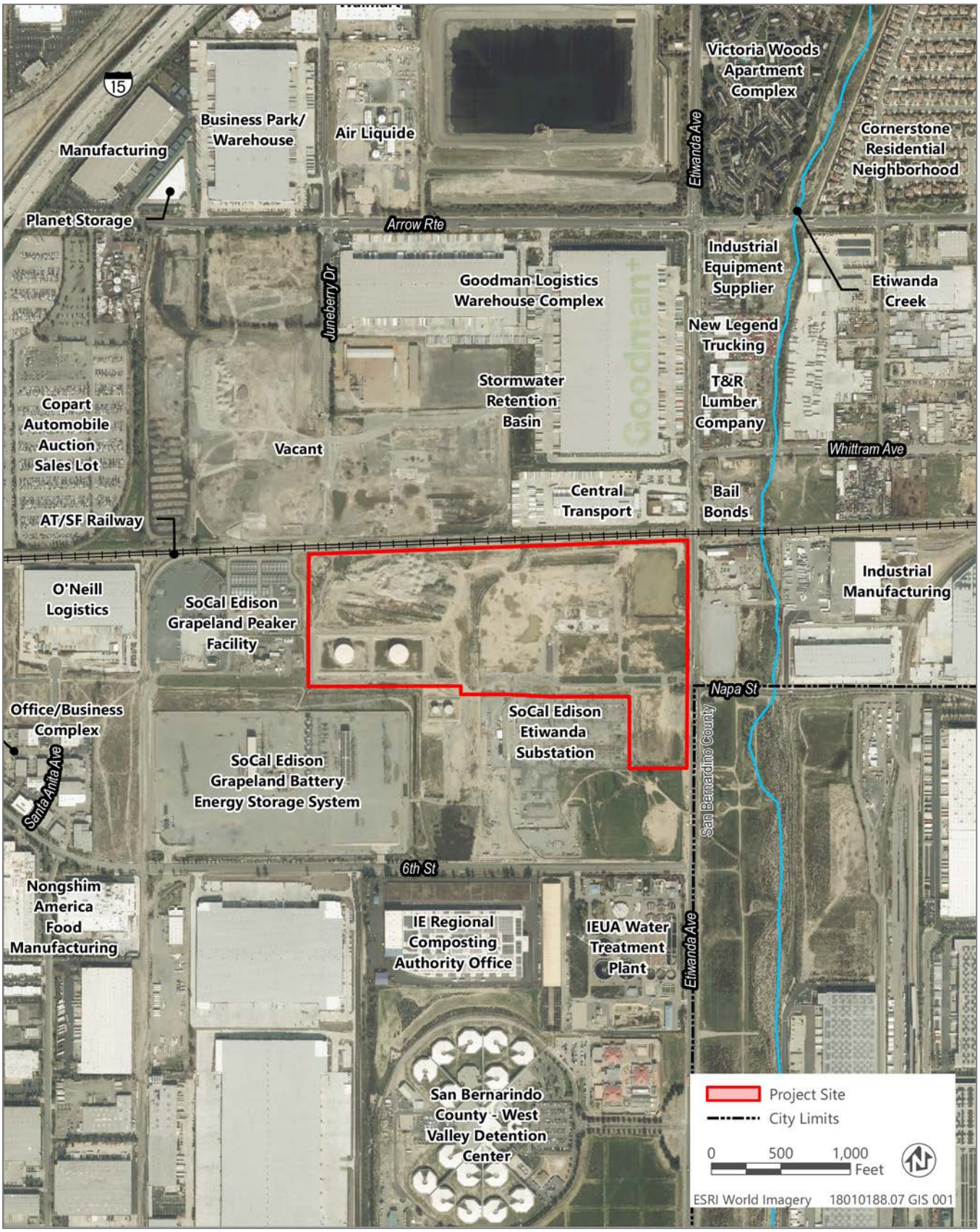
2.3 REGIONAL AND LOCAL SETTING

The project site is located at 8996 Etiwanda Avenue in the City of Rancho Cucamonga (City). The project site is identified by the Assessor Parcel Numbers (APNs): 0229-283-79 and 0229-283-83. The project site consists of approximately 3,165,440 square feet (sf) of gross lot area (approximately 72.6 acres). The project site is bounded by the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west. Figure 2-1 shows the regional location, and Figure 2-2 shows the project location and local setting.



Source: Adapted by Ascent in 2023.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2023.

Figure 2-2 Project Location

2.4 EXISTING CONDITIONS

As of November 2023, the project site is generally vacant, disturbed bare ground. The project site was previously occupied by a natural gas power plant, operated by NRG, that was decommissioned in 2018 and has since been demolished. Two large, cylindrical metal water tanks are present in the southwestern corner of the project site. Representative photographs of the project site are shown on Figures 2-3 through 2-8.

The project site is relatively flat with approximate surface elevations ranging from 1,130 feet above mean sea level (msl) in the northern portion to 1,090 feet msl in the southern portion, for approximately 40 feet of relief across the project site. A stormwater drainage feature, Chadwick Channel, bisects the project site, running north to south generally through the center of the project site. To the east, the project site has an approximately 0.25-mile paved asphalt entrance road located opposite of Napa Street that provides vehicle and pedestrian access from Etiwanda Avenue. Trees are located along the project site boundary with Etiwanda Avenue.

The northwestern section of the project site contains piles of crushed concrete, piles of discarded concrete pipe, and gravel piles. Existing landscaping generally consists of turf grass and several large trees are present near the south-central area of the project site. Gravel is also located in the southeastern area of the project site. Ground surface cover throughout the remainder of the project site and other unpaved areas consists of exposed soils with sparse native grass and weed growth. The project site is surrounded with chain link fencing. As of November 2023, the project site is also located within an area which has been designated as a hazardous waste site by the California Department of Toxic Substances Control (DTSC) (DTSC 2023).



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 1. Facing west along northern boundary from Etiwanda Avenue.



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 2. Facing west along the southern boundary of the central and western portion of the project site.

Figure 2-3 Representative Project Site Photographs



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 3. Facing northwest across the southeast portion of the project site.



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 4. Facing north from the southeast corner of the project site.

Figure 2-4 Representative Project Site Photographs



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 5. Facing west from the entrance driveway.



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 6. Southern portion of the project site.

Figure 2-5 Representative Project Site Photographs



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 7. Facing west-northwest across the southwest portion of the project site.



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 8. Facing northeast across the project site.

Figure 2-6 Representative Project Site Photographs



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 9. Facing west-northwest from the west-central portion of the project site.



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 10. Facing east in the north portion of the project site.

Figure 2-7 Representative Project Site Photographs



Source: Image produced and provided by Kleinfelder in 2024.

Photograph 11. Facing north along Chadwick Channel from the southern boundary of the project site.

Figure 2-8 Representative Project Site Photographs

2.4.1 Existing General Plan and Zoning Designations

Development of the project site is regulated by the Rancho Cucamonga General Plan and Rancho Cucamonga Municipal Code (RCMC), as described below.

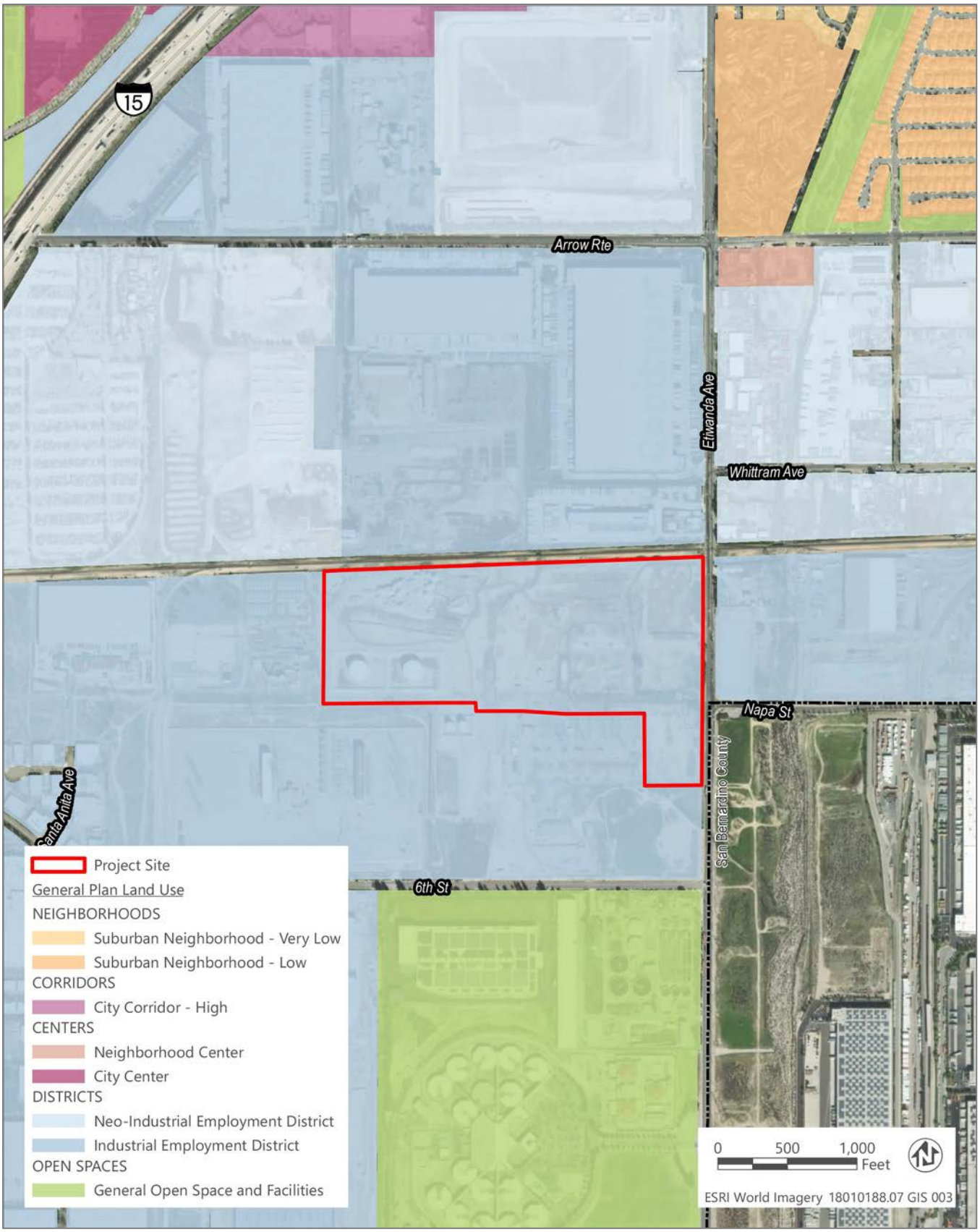
GENERAL PLAN

According to the City of Rancho Cucamonga General Plan (City of Rancho Cucamonga 2021), the project site is located within the Industrial Employment District, which is located primarily in the southeastern corner of the City. Figure 2-9 shows the existing General Plan designation for the project site and surrounding areas. Land uses of the Industrial Employment District include a broad range of medium industrial uses, including light industrial research parks, logistics centers, low impact manufacturing, and machining operations. Office and retail uses are permitted as accessory uses only. New residential uses, with the exception of on-site caretaker units, are not permitted. The proposed project's uses are consistent with allowable uses in the Industrial Employment District.

ZONING

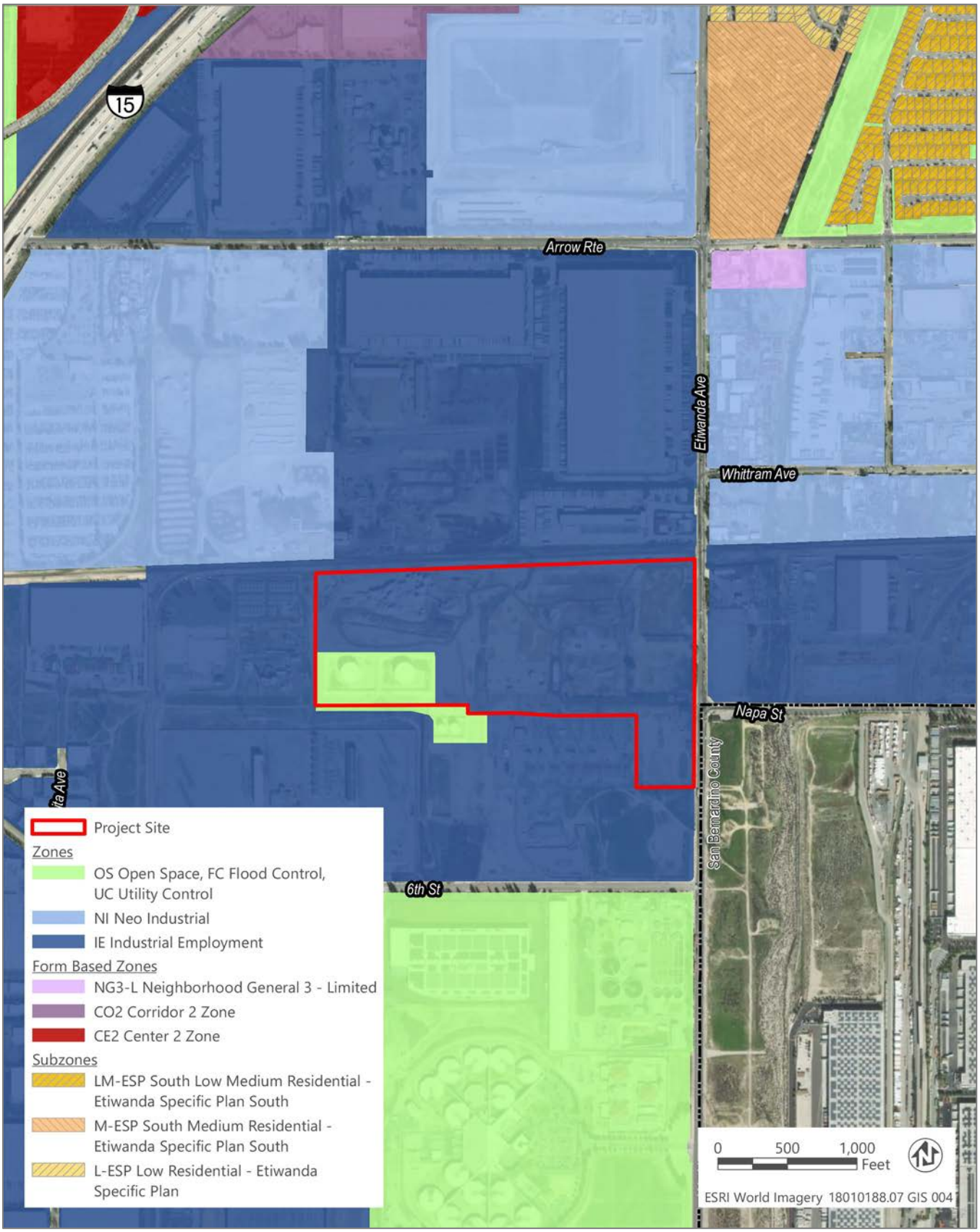
The project site is zoned for "Industrial Employment" (IE) and "Flood Control/Utility Corridor" (FC/UC) (City of Rancho Cucamonga 2023a). Surrounding land uses to the north are zoned IE and "Neo-Industrial" (NE), to the east are zoned IE, to the west are zoned IE, and to the south are zoned IE (City of Rancho Cucamonga 2023a). Figure 2-10 shows the existing zoning for the project site and surrounding areas.

As stated in the RCMC (City of Rancho Cucamonga 2023b), IE is defined as designated areas reserved 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 than would be compatible with office and residential uses. The IE zone prohibits non-industrial uses, except for accessory office and commercial uses (such as restaurants or convenience stores) that support the employees of the primary industrial use, and on-site caretaker units.



Source: City of Rancho Cucamonga 2021.

Figure 2-9 General Plan Land Use Designation



Source: City of Rancho Cucamonga 2023a.

Figure 2-10 Zoning Designation

The RCMC defines the FC/UC zone as designated areas necessary for flood control facilities for protection of the public health, safety, and general welfare, as well as utility corridors in which land uses compatible with both the utility function and surrounding existing, or proposed land uses are allowed. The proposed project would maintain these zoning classifications as they currently exist.

The proposed project's uses are consistent with the allowable uses of the IE and FC/UC zones. According to Table 17.30.030-1 (City of Rancho Cucamonga 2023c), Allowed Land Uses and Permit Requirements by Base Zone, of RCMC Section 17.30.030, Allowed Land Uses and Permit Requirements, large distribution/fulfillment center uses are permitted on parcels zoned IE with the issuance of a conditional use permit (CUP) and a Master Plan for the project site, subject to compliance with all applicable provisions of the RCMC (e.g., development standards) as well as State and federal law. In addition, warehouse projects equal to or over 450,000 sf are required to comply with RCMC Section 17.38.080 (Large Warehouse Overlay Zone [LW]), which requires that large industrial buildings be located in areas of the city with adequate public services and infrastructure and are away from sensitive receptors who may be impacted by air pollutant emissions, noise, and other impacts generated by the predominant uses in such buildings. All warehouse development within the LW overlay zone is required to comply with the development standards established by the underlying zoning designation and any master plan applicable to the subject property.

2.4.2 Surrounding Land Uses

Land uses surrounding the project site primarily include a variety of industrial uses, with some other uses nearby as noted. The AT/SF Railway borders the project site to the north. This railroad is active and operated by Burlington Northern Santa Fe for freight service and Metrolink for passenger rail service. Further north, across the AT/SF Railway, properties associated with active and inactive industrial manufacturing. Including Central Transport and the Goodman Logistics warehouse complex, and undeveloped properties that in the past were developed with a steel manufacturing plant.

Etiwanda Avenue borders the project site to the east. East Etiwanda Creek channel runs north to south on the east side of Etiwanda Avenue, approximately 600 feet east of the project site. Industrial development is located east of the creek, including industrial manufacturing, warehousing, and paved and unpaved land in the cities of Rancho Cucamonga and Fontana. A Southern California Edison (SCE) electrical substation and switch yard, Inland Empire Utilities Agency water treatment plant, Inland Empire Regional Composting Authority composting facility, and San Bernardino County West Valley detention center and probation office area located to the south of the project site.

To the west, the project site is bounded by an SCE electrical substation, O-Neill Logistics warehouse, and undeveloped areas. Day Creek runs southward approximately 0.5-mile west of the project site, and is bordered by a strip of undeveloped, natural land. Interstate 15 is located approximately 0.6-mile to the west.

The Victoria Woods Apartments housing development is located approximately 0.4-mile northeast of the nearest property line of the project site, on the northeast corner of Arrow Route and Etiwanda Avenue (see Figure 2-2).

2.4.3 Regional and Local Access

Primary regional access to the project site is provided by the Interstate 15 Freeway, located approximately 0.6 mile west of the nearest property line of the project site, and the Interstate 10 Freeway, located approximately 1.4 miles south of the nearest property line of the project site (see Figure 2-1, Regional Vicinity). Streets that provide direct access to the project site are Etiwanda Avenue and Napa Street (see Figure 2-2, Project Location and Local Setting). Etiwanda Avenue, which borders the project site to the east, is a two-way street providing up to two travel lanes in each direction and no on-street parking. The segment of Etiwanda Avenue closest to the project site is identified as an Arterial Roadway in the City's General Plan. Napa Street, which travels in an east-west direction, is a two-way street providing up to two travel lanes in each direction and no on-street parking. Napa Street provides a gated entrance into the project site. Napa Street is identified as a Local Street in the City's General Plan.

2.5 PROPOSED PROJECT CHARACTERISTICS

The proposed project includes the site clearing and grading of the project site and the construction, operation, and maintenance of five buildings for warehouse distribution, office space, loading docks for truck trailers, and include 729 automobile parking spaces and 211 truck trailer parking spaces. The proposed project would also include the creation of a new internal vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide approximately 10 acres of landscape and other pervious surface area.

In total, the proposed project would 1,214,131 gross sf of new building floor area (28 acres) across five buildings. In addition to the proposed buildings, the proposed project would develop the project site with approximately 35 acres of paved surface parking areas, new public streets, and other impervious surface area, for a total of approximately 63 acres of impervious surface area. Development of the proposed project would result in approximately 86 percent impervious coverage on the approximately 73-acre project site. The proposed project's specific characteristics are described in more detail below. Figure 2-11 shows the proposed site plan.

2.5.1 Proposed Buildings

The proposed project consists of five warehouse buildings each with different characteristics. Table 2-1 summarizes proposed floor area for each proposed building.

Table 2-1 Project Development Summary

Building Number	Warehouse (sf)	Office (sf)	Total Building (sf)
1	578,741	25,000	603,741
2	122,343	10,000	132,343
3	239,245	10,000	249,245
4	159,559	10,000	169,559
5	54,243	5,000	59,243
TOTAL	**1,154,131**	**60,000**	**1,214,131**

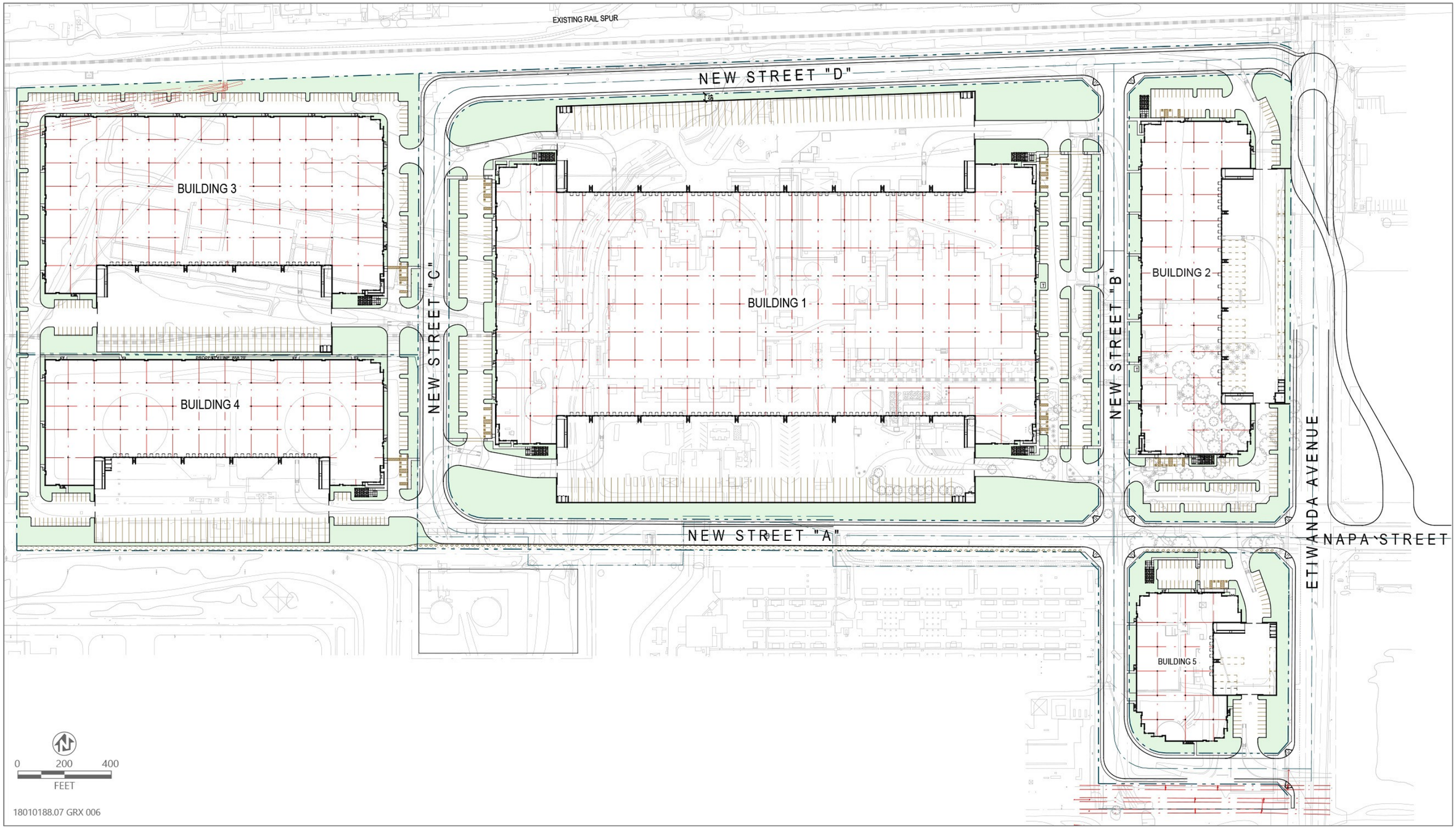
Notes: sf = square feet

Source: Data provided by RGA Architecture, Inc. in 2021, adapted by Ascent, 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 project's total building square footage (i.e., 1,214,131 sf) is assumed to be used as follows:

- High-Cube Fulfillment Center (non-sorting): 63 percent,
- General Warehouse: 27 percent, and
- High-Cube Cold Storage Warehouse: 10 percent.

This assumption is based on market conditions and discussions between the City and the project applicant; however, the actual mix of industrial uses would be determined based on the future owner(s) and/or tenant(s) of the project.



Source: Provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

Figure 2-11 Proposed Site Plan

2.5.2 Building Design

The proposed buildings would be constructed of concrete tilt-up panels with reveal lines (trim for concrete panels that creates an aesthetic reveal between two panels), with multiple gray paint tones, vision glass, and spandrel glass to provide a modern aesthetic. Offices would be located at one or more corners of the buildings that would feature more extensive glass work, tiles, metal canopies, and aluminum storefront framing with tempered glazing at all doors. Buildings would have a maximum height of 50 feet.

The proposed project would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on at least 15 percent of the roof area), electric vehicle (EV) chargers at automobile parking stalls, light-emitting diode (LED) lighting, low-flow plumbing fixtures, and drought-tolerant landscaping. The roof of each proposed building would have a solar reflective value of 78 or greater. Approximately 3 percent of each building's roof area would be skylights. Each of the proposed buildings would include electrical room space oversized by 25 percent (relative to the size needed to accommodate the project as proposed) to accommodate future expansion of electric vehicle charging capability on the project site.

The project applicant intends to seek Leadership in Energy and Environmental Design® (LEED) Silver certification for the proposed project. Project features that would meet LEED Silver certification requirements include:

- reduce outdoor water consumption to levels at least 25 percent beyond minimum code requirements; and
- reduce installed interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below minimum requirements of the California Building Energy Code (2022).

The proposed project would comply with RCMC Chapter 17.50, Implementation of Green Building Code. As such, new buildings shall comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the planning director and as required by the California CALGreen Building Code. The proposed project would use refrigerants with a lower global warming potential relative to R-410a, which has a GWP of 2,087.5, including R-454b or R-32, which have GWP of 465.39 and 675, respectively.

Exterior screen walls would be up to 15 feet high, with 8-foot tall metal sliding gates, and paint color to match the buildings. Elevations are shown in Figures 2-12 through 2-16.

2.5.3 Access and Circulation

Existing vehicular access to the project site includes the intersection of Etiwanda Avenue and Napa Street located near the southeastern corner of the project site. This intersection connects to a private road that travels east-west into the project site and provides access to existing vehicular parking areas. This is the only road that provides direct access to the project site.

Proposed vehicle access to the project site would be provided by public roadway connections in the project site and by the on-site vehicle circulation system to be constructed as part of the proposed project. Figure 2-17 shows the proposed circulation onsite, including new roadways, driveways, and modes of circulation throughout the project site.

Upon completion of construction, a total of four new public streets (New Streets A, B, C, and D) would be constructed for the proposed project. These streets would be part of the vehicle circulation system for the project site and provide access to buildings and surface parking. In addition, primary vehicle access into the project site would be provided by three main ingress/egress points from Etiwanda Avenue along the eastern boundary of the project site.

Access to Building 1 would be provided directly from new Public Street B from the east and New Public Street C from the west; access to Building 2 would be provided from New Public Street B from the west and New Public Street D from the north; access to Building 3 would be provided from New Public Street C from the east; access to Building 4 would also be provided by New Public Street C from the east; and access to Building 5 would be provided by New Public Street A from the north and New Public Street B from the south.

2.5.4 Parking

The number of automobile and truck trailer parking stalls included in the proposed project is shown in Table 2-2. The proposed project would meet the parking requirements of the Rancho Cucamonga Municipal Code (Chapter 17.64, Parking and Loading Standards; 17.64.100 D.1, Trailer Parking Required).

Table 2-2 Summary of Proposed Automobile and Truck Trailer Parking

Building Number	Automobile Parking Stalls		Trailer Parking Stalls	
	Required[1]	Provided	Required[2]	Provided
1	265	259	114	117
2	91	126	19	20
3	120	186	31	33
4	100	100	30	35
5	54	58	6	6
TOTAL	**630**	**729**	**200**	**211**

[1] Automobile parking requirements are set forth in the RCMC, Chapter 17.64, Parking and Loading Standards

[2] Truck trailer parking requirements are set forth in RCMC Section 17.64.100 D.1, Trailer Parking Required

Source: Data provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

Proposed parking areas adhere to the design specifications of parking space layout, loading berths, and parking aisles of RCMC Section 17.64.040, General Parking and Loading Requirements, as well as the design specifications for surface parking areas in RCMC Section 17.64.090, Parking and Driveway Design and Development. At minimum, 8 percent of automobile parking stalls would be reserved for parking by electric vehicles and 6 percent of automobile parking stalls would be equipped for future EV charging capacity.

In accordance with RCMC Section 17.64.100 (Loading Area Requirement), the proposed project includes a minimum of one loading space per proposed loading bay, and for every 10 loading bays proposed, includes a minimum of one on-site truck queueing space. A total of 282 loading dock spaces are included in the proposed project, which corresponds to the 282 loading bays. At least one truck queuing space is provided for each ten loading bays.

Each of the five proposed buildings includes long-term bicycle parking at a minimum ratio of 5 percent of required automobile parking stalls in accordance with Section 17.64.110 of the RCMC.

The project applicant is required to prepare a parking management plan (PMP), in accordance with RCMC Section 17.64.070, PMP, which requires that all projects proposed in NI and IE zones create a PMP to minimize traffic, manage on-site circulation, and effectively allocate parking needs for each industrial site.



EAST ELEVATION

SCALE: 1" = 30'-0"



WEST ELEVATION

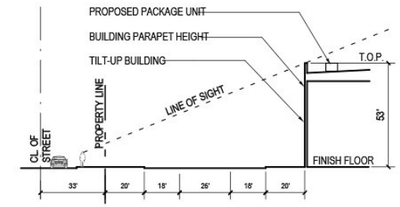
SCALE: 1" = 30'-0"

KEYNOTES 00

1. PRIMARY STOREFRONT ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION UNDER SEPARATE SIGN PACKAGE. NOT INCLUDED IN THIS SUBMITTAL PACKAGE.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE W/ VIEW OBSCURING PERFORATED MESH - TYP. AT YARD ENTRANCES.
10. TYP. 8' HIGH PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. TUBE STEEL METAL PANEL ENTRY CANOPY.
12. ACCENT PAINTED CONCRETE PANEL.
13. INTERIOR ROOF DRAIN.
14. PAINTED CONCRETE AND STEEL TRELLIS LUNCH CANOPY STRUCTURE.
15. CLEAR ANODIZED ALUMINUM SUNSHADE DEVICE OVER WINDOWS FOR SOLAR CONTROL.

FINISH SCHEDULE:

1. FIELD COLOR - SHERWIN WILLIAMS - ZIRCON SW7667
2. LIGHT ACCENT COLOR - SHERWIN WILLIAMS - GRAY SHINGLE SW7670
3. DARK ACCENT COLOR - SHERWIN WILLIAMS - PEPPERCORN SW7674
4. BLUE ACCENT COLOR - SHERWIN WILLIAMS - DISTANCE SW6243
6. GLASS: PPG SOLARCOOL PACIFICA



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT 2

SCALE 1" = 30'-0"

NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE



SOUTH ELEVATION

SCALE: 1" = 40'-0"



NORTH ELEVATION

SCALE: 1" = 40'-0"

18010188.07 GRX 008

Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

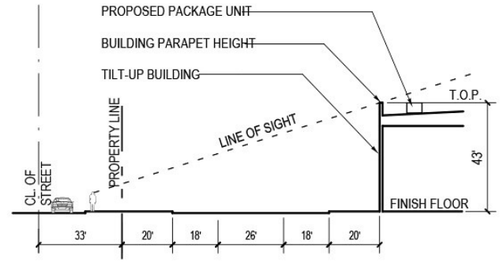
Figure 2-12 Building 1 Elevations



NORTH ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT 2
SCALE 1" = 30'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE



NORTH ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"

KEYNOTES 00

1. PRIMARY STOREFRONT ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION UNDER SEPARATE SIGN PACKAGE. NOT INCLUDED IN THIS SUBMITTAL PACKAGE.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE W/ VIEW OBSCURING PERFORATED MESH - TYP. AT YARD ENTRANCES.
10. TYP. 8' HIGH PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.
12. ACCENT PAINTED CONCRETE PANEL.
13. INTERIOR ROOF DRAIN.
14. PAINTED CONCRETE AND STEEL TRELLIS LUNCH CANOPY STRUCTURE.
15. CLEAR ANODIZED ALUMINUM SUNSHADE DEVICE OVER WINDOWS FOR SOLAR CONTROL.

FINISH SCHEDULE:

1. FIELD COLOR -	SHERWIN WILLIAMS - ZIRCON SW7667
2. LIGHT ACCENT COLOR -	SHERWIN WILLIAMS - GRAY SHINGLE SW7670
3. DARK ACCENT COLOR -	SHERWIN WILLIAMS - PEPPERCORN SW7674
4. BLUE ACCENT COLOR -	SHERWIN WILLIAMS - DISTANCE SW6243
6. GLASS:	PPG SOLARCOOL PACIFICA

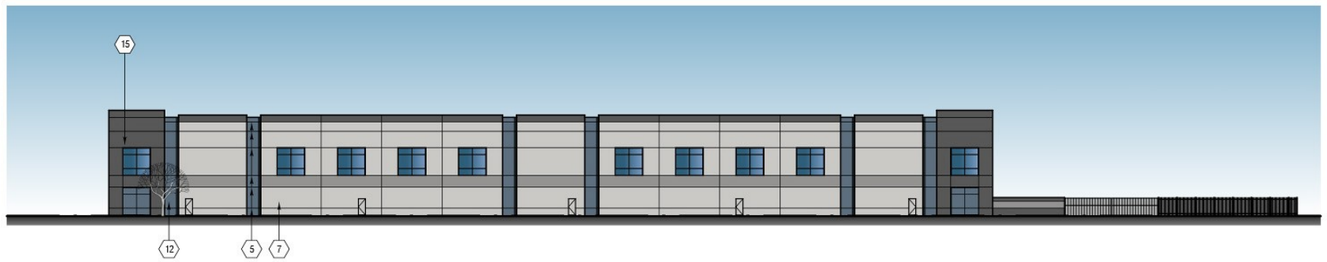
18010188.07 GRX 009

Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

Figure 2-13 Building 2 Elevations



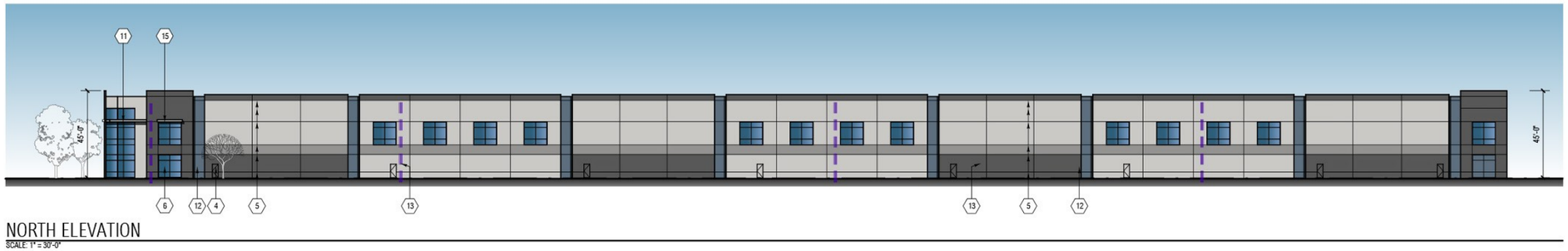
EAST ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"

KEYNOTES 00

1. PRIMARY STOREFRONT ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' Ppainted METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION UNDER SEPARATE SIGN PACKAGE. NOT INCLUDED IN THIS SUBMITTAL PACKAGE.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE W/ VIEW OBSCURING PERFORATED MESH - TYP. AT YARD ENTRANCES.
10. TYP. 8' HIGH PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.
12. ACCENT PAINTED CONCRETE PANEL.
13. INTERIOR ROOF DRAIN.
14. PAINTED CONCRETE AND STEEL TRELLIS LUNCH CANOPY STRUCTURE.
15. CLEAR ANODIZED ALUMINUM SUNSHADE DEVICE OVER WINDOWS FOR SOLAR CONTROL.



NORTH ELEVATION
SCALE: 1" = 30'-0"

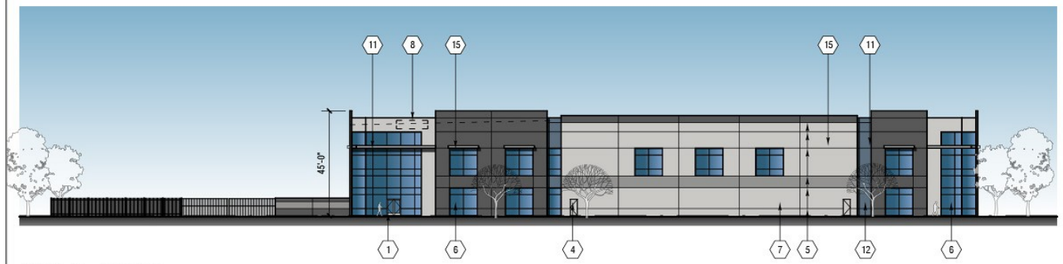


SOUTH ELEVATION
SCALE: 1" = 30'-0"

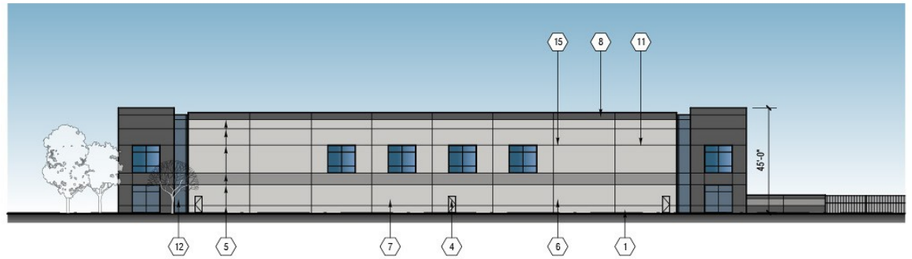
18010188.07 GRX 010

Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

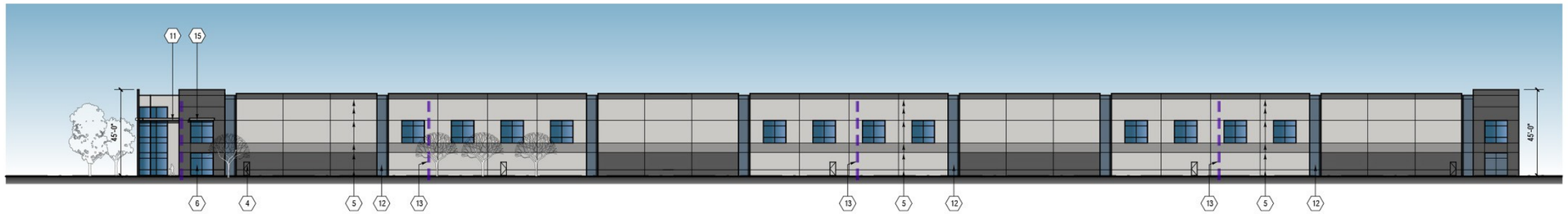
Figure 2-14 Building 3 Elevations



EAST ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"



SOUTH ELEVATION
SCALE: 1" = 30'-0"

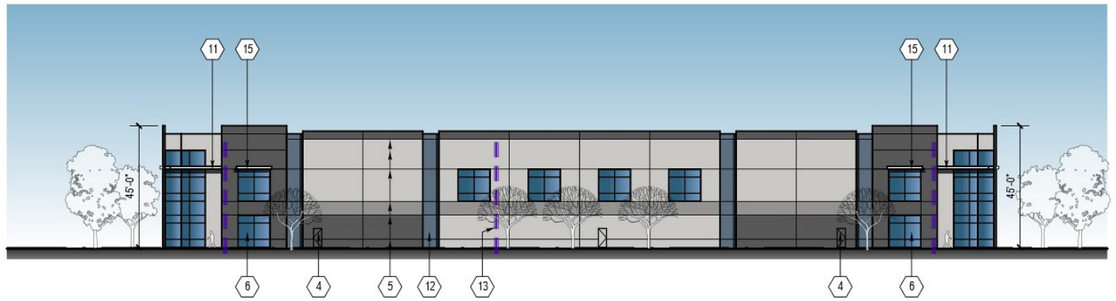
KEYNOTES (00)

1. PRIMARY STOREFRONT ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION UNDER SEPARATE SIGN PACKAGE. NOT INCLUDED IN THIS SUBMITTAL PACKAGE.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE W/ VIEW OBSCURING PERFORATED MESH - TYP. AT YARD ENTRANCES.
10. TYP. 8' HIGH PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.
12. ACCENT PAINTED CONCRETE PANEL.
13. INTERIOR ROOF DRAIN.
14. PAINTED CONCRETE AND STEEL TRELLIS LUNCH CANOPY STRUCTURE.
15. CLEAR ANODIZED ALUMINUM SUNSHADE DEVICE OVER WINDOWS FOR SOLAR CONTROL.

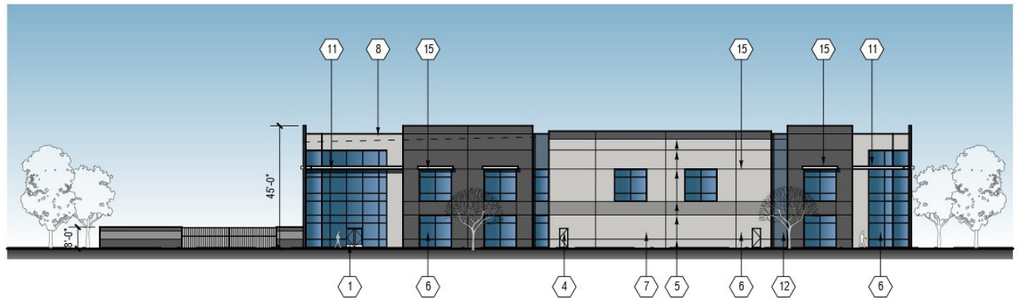
18010188.07 GRX 011

Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

Figure 2-15 Building 4 Elevations



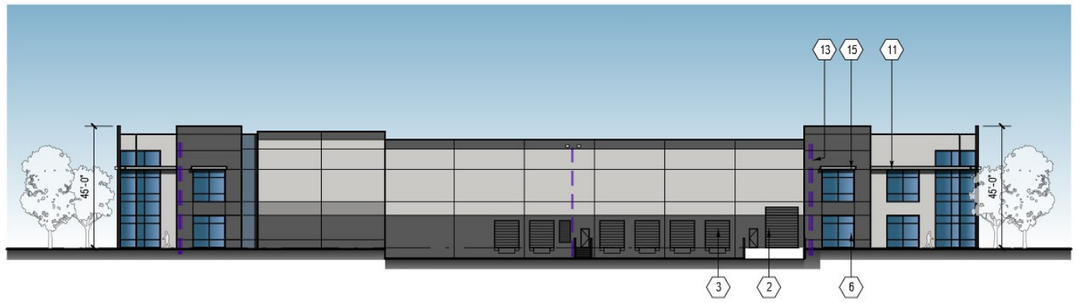
WEST ELEVATION
SCALE: 1" = 30'-0"



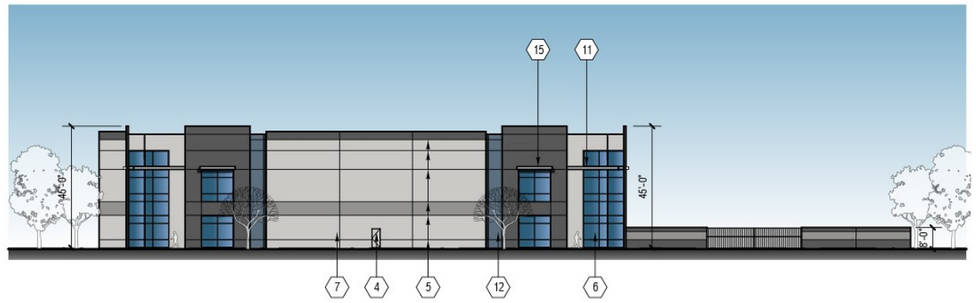
NORTH ELEVATION
SCALE: 1" = 30'-0"

FINISH SCHEDULE:

1. FIELD COLOR -	SHERWIN WILLIAMS - ZIRCON SW7667
2. LIGHT ACCENT COLOR -	SHERWIN WILLIAMS - GRAY SHINGLE SW7670
3. DARK ACCENT COLOR -	SHERWIN WILLIAMS - PEPPERCORN SW7674
4. BLUE ACCENT COLOR -	SHERWIN WILLIAMS - DISTANCE SW6243
6. GLASS:	PPG SOLARCOOL PACIFICA



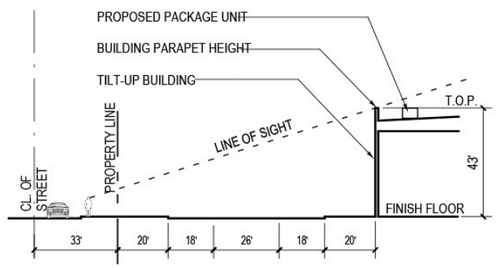
EAST ELEVATION
SCALE: 1" = 30'-0"



SOUTH ELEVATION
SCALE: 1" = 30'-0"

KEYNOTES (00)

1. PRIMARY STOREFRONT ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION UNDER SEPARATE SIGN PACKAGE. NOT INCLUDED IN THIS SUBMITTAL PACKAGE.
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10. TYP. 8' HIGH PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.
12. ACCENT PAINTED CONCRETE PANEL.
13. INTERIOR ROOF DRAIN.
14. PAINTED CONCRETE AND STEEL TRELLIS LUNCH CANOPY STRUCTURE.
15. CLEAR ANODIZED ALUMINUM SUNSHADE DEVICE OVER WINDOWS FOR SOLAR CONTROL.

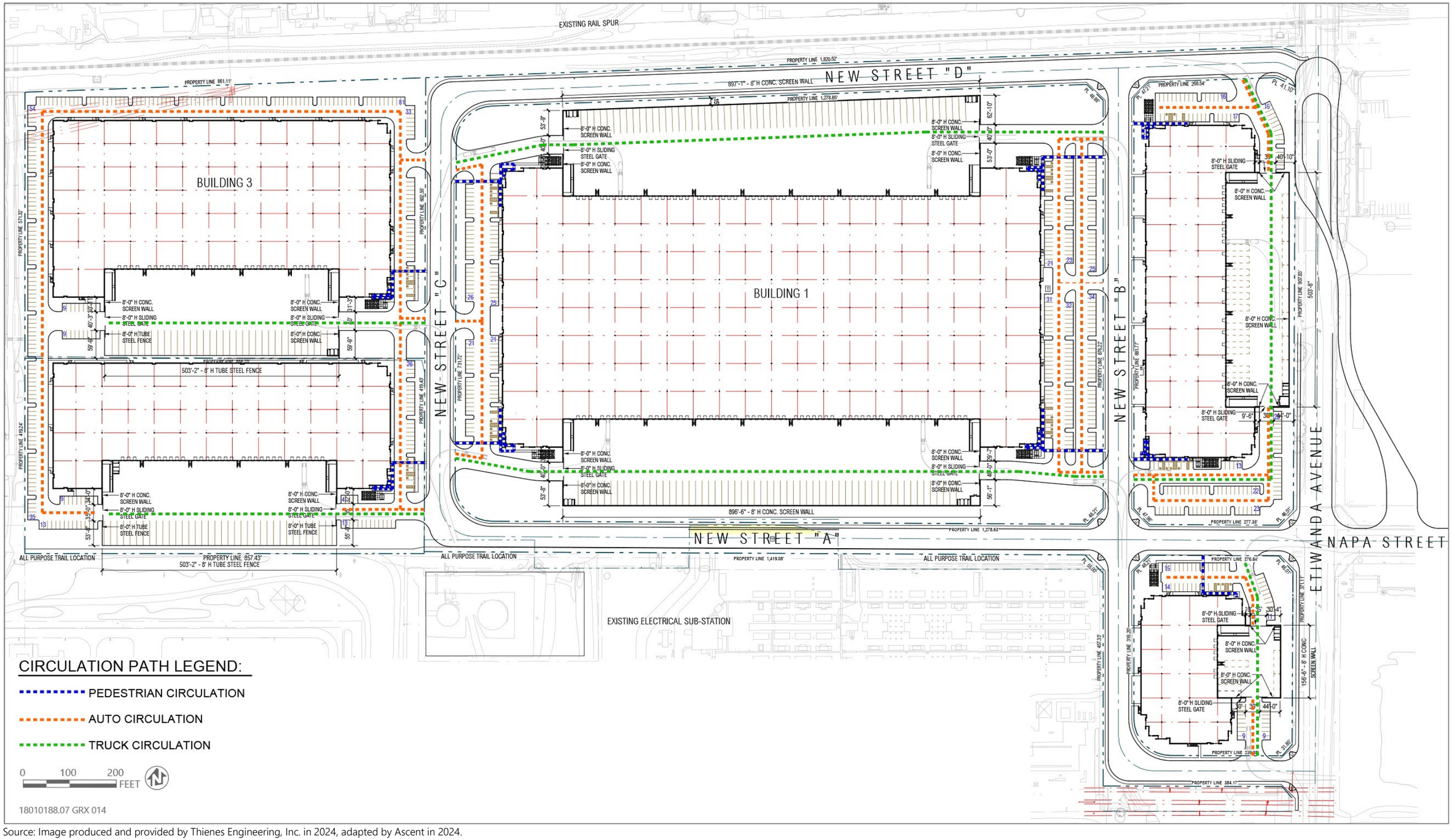


TYPICAL EQUIPMENT SCREEN LINE OF SIGHT (2)
SCALE 1" = 30'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

18010188.07 GRX 012

Source: Image produced and provided by RGA Architecture, Inc. in 2021, adapted by Ascent in 2024.

Figure 2-16 Building 5 Elevations



Source: Image produced and provided by Thienes Engineering, Inc. in 2024, adapted by Ascent in 2024.

Figure 2-17 Proposed Onsite Circulation

2.5.5 Water Quality Management and Drainage

The existing project site is generally divided into two distinct drainage basins. The eastern portion of the site drains southeasterly, while the western portion of the site drains southwesterly. Both discharge points are along the southern property line. The project site is subject to stormwater run-on from an offsite area of approximately 65 acres, which drains from the north. The existing project site is comprised of pervious, barren soil. There is an existing concrete channel, which bisects the westerly portion of the site. The northwestern portion of the site sheet flows to the channel, which continues southerly to a neighboring property. The eastern drainage basin drains southerly via surface flow and an existing 30-inch pipe. The pipe accepts runoff from the center portion of the site, and discharges to an offsite grass lot. The easterly portion drains to the grass lot via surface flow. There is an existing 42-inch pipe in the grass lot that picks up these flows, in addition to offsite flows from Etiwanda Avenue and other adjacent lots. The 42-inch storm drain lateral connects to the Etiwanda Avenue storm drain, then drains to Etiwanda Creek and, ultimately, the Pacific Ocean. The southwest portion of the project and a small southerly portion east of the concrete channel drain south to an adjacent property.

The drainage characteristics would remain similar to existing conditions under the proposed project. Most of the site would be impervious, with proposed impervious features, including five buildings, roadway improvements, truck yards, and parking improvements. The existing channel bisecting the westerly portion of the site would be replaced with a 3-foot H x 7-foot W RCB (Line A) that would be constructed in the same approximate location as the existing, on-site channel. The proposed culvert would convey offsite flows from the north to an existing downstream channel. Line A would bisect the project into two areas with different outlets. Buildings 3 and 4 west of "C" Street would drain to a series of catch basins in the proposed truck yards. After being detained by intentionally undersized storm drains in the truck yard, low flows would be routed to underground CMP detention facilities and treated by proprietary biofiltration units, while high flows would continue easterly via proposed private storm drain systems and connect to Line A. Runoff from Line A, as well as un-detained flows from "C" Street would discharge to the existing channel south of the project site. Buildings 1, 2, and 5 east of "C" Street would ultimately drain to the existing 42-inch storm drain in Etiwanda Avenue. Runoff from Building 1 would drain into the northerly and southerly truck yards, where low flows would be detained and treated, while high flows would continue easterly to connect to Line B. Runoff from Building 2 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south, then west, to connect to Line B. The Line B storm drain would connect to the existing 42-inch storm drain in Etiwanda Avenue. Runoff from Building 5 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south to connect to Line K. The Line K storm drain would connect to the existing 42" storm drain in Etiwanda Avenue. Un-detained runoff from portions of "A" street and "B" street is also tributary to the existing 42-inch storm drain in Etiwanda Avenue. The post-project condition proposes onsite storm drain systems to collect onsite and offsite runoff, as well as low impact design (LID) proprietary biofiltration best management practices (BMPs), and LID Self-Retaining BMPs which would be designed to provide water quality treatment and to reduce storm water discharge volume to mimic pre-project condition flow patterns.

Structural LID BMPs and structural source control BMPs would be included in the proposed project. Drain inserts and hydrodynamic separators will serve as pre-treatment to the proposed LID BMPs. Infiltration of stormwater would not be included in the proposed project due to levels of contaminants present in the existing soil. Biofiltration BMPs would be included instead. Flows from these areas would be directed to solid underground CMP facilities to store the runoff volume, then routed to proprietary bioretention units for treatment. Modular wetlands would be selected for the biofiltration units. Approximately 5.95 acres of landscaping along the perimeters of the project site would not be routed to the LID BMPs because these areas would be self-treating. The preliminary drainage plan for the proposed project is shown in Figure 2-18. All hardscape included in the proposed project would be concrete.

2.5.6 Utility Infrastructure

The proposed project would require new on-site utilities, including sewer, domestic water, electrical power, and telecommunications. The proposed project would not include natural gas service. A new 12-inch water main line would be installed throughout the project site and connect to an existing water line at two locations within Etiwanda Avenue right-of-way: near the northwest corner of the project site, north of the existing at-grade railroad crossing, and south of the southeast corner of the project site, at the intersection of Etiwanda Avenue and 6th Street. Water lines and hydrants for fire service would also be installed on the project site. New 6-inch and 8-inch sewer lines and private sewer lift stations would be installed throughout the project site and connect to an existing sewer main line located within Etiwanda Avenue right-of-way.

Right-of-way for an existing Metropolitan Water District water line runs east-to-west through the project site, just to the north of the project site's southern border. The water line is 152 inches in diameter and would remain in place as part of the proposed project.

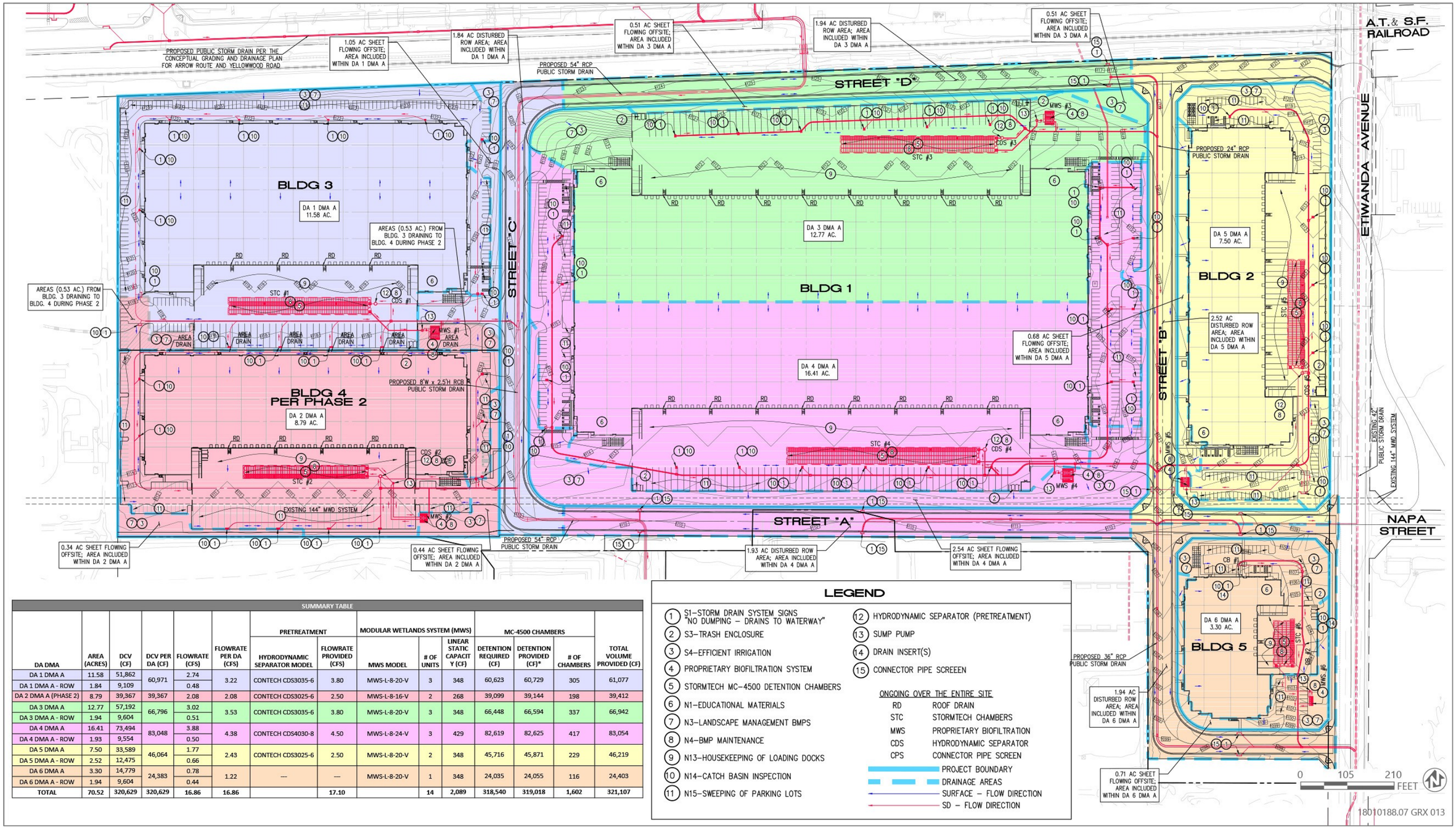
2.5.7 Landscaping

Landscaping would be provided in accordance with the RCMC Chapter 17.56, Landscaping Standards (City of Rancho Cucamonga 2023d). Figure 2-19 shows the proposed conceptual landscape plan. Building 1 would provide approximately 186,146 sf of landscaped area; Building 2 would provide approximately 63,359 sf of landscaped area; Building 3 would provide approximately 71,592 sf of landscaped area; Building 4 would provide approximately 44,592 sf of landscaped area; and Building 5 would provide approximately 38,559 sf of landscaped area. In total, the proposed project would provide approximately 10 acres of landscaped area. In addition, the proposed project would be required to comply with the State Model Water Efficient Landscape Ordinance, per RCMC 17.82.020, which would ensure the design, installation, and maintenance of landscapes of projects in the city align with state requirements.

The proposed project would include planting of approximately 603 trees; including fifty six 48-inch box, nine 36-inch box, three hundred and thirty three 24-inch box, and 205 15-gallon. Trees planted by the proposed project would achieve at least 35 percent shade coverage within off-street automobile parking areas. No existing trees would be removed as part of the proposed project.

2.5.8 Exterior Lighting and Signage

Pursuant to City Standard Condition of Approval 5.1-1, a detailed lighting plan, including a photometric diagram, would be submitted to the City for review and approval by the Planning Direct and Police Department prior to the issuance of building permits. The on-site lighting plan is required to identify style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties and would ensure compliance with RCMC lighting requirements. Exterior lighting would be designed to be compliant with the Section 17.58.050 of the RCMC, which requires that lighting would be directed away and shielded from residential areas to prevent stray light or glare from becoming a nuisance on adjacent properties. Exterior lighting would be installed throughout the project site including streetlight posts, parking lot light posts, building lights, and landscape lighting. Each building's perimeter would include LED lighting fixtures with a color temperature of 4,000 Kelvin. Primary monument signs would be installed at the two main access points and building signage would be installed at the visible locations.



SUMMARY TABLE

DA DMA	AREA (ACRES)	DCV (CF)	DCV PER DA (CF)	FLOWRATE (CFS)	FLOWRATE PER DA (CFS)	PRETREATMENT		MODULAR WETLANDS SYSTEM (MWS)			MC-4500 CHAMBERS			TOTAL VOLUME PROVIDED (CF)
						HYDRODYNAMIC SEPARATOR MODEL	FLOWRATE PROVIDED (CFS)	MWS MODEL	# OF UNITS	LINEAR STATIC CAPACITY (CF)	DETENTION REQUIRED (CF)	DETENTION PROVIDED (CF)*	# OF CHAMBERS	
DA 1 DMA A	11.58	51,862	60,971	2.74	3.22	CONTECH CDS3035-6	3.80	MWS-L-8-20-V	3	348	60,623	60,729	305	61,077
DA 1 DMA A - ROW	1.84	9,109		0.48										
DA 2 DMA A (PHASE 2)	8.79	39,367	39,367	2.08	2.08	CONTECH CDS3025-6	2.50	MWS-L-8-16-V	2	268	39,099	39,144	198	39,412
DA 3 DMA A	12.77	57,192	66,796	3.02	3.53	CONTECH CDS3035-6	3.80	MWS-L-8-20-V	3	348	66,448	66,594	337	66,942
DA 3 DMA A - ROW	1.94	9,604		0.51										
DA 4 DMA A	16.41	73,494	83,048	3.88	4.38	CONTECH CDS4030-8	4.50	MWS-L-8-24-V	3	429	82,619	82,625	417	83,054
DA 4 DMA A - ROW	1.93	9,554		0.50										
DA 5 DMA A	7.50	33,589	46,064	1.77	2.43	CONTECH CDS3025-6	2.50	MWS-L-8-20-V	2	348	45,716	45,871	229	46,219
DA 5 DMA A - ROW	2.52	12,475		0.66										
DA 6 DMA A	3.30	14,779	24,383	0.78	1.22	---	---	MWS-L-8-20-V	1	348	24,035	24,055	116	24,403
DA 6 DMA A - ROW	1.94	9,604		0.44										
TOTAL	70.52	320,629	320,629	16.86	16.86		17.10		14	2,089	318,540	319,018	1,602	321,107

LEGEND

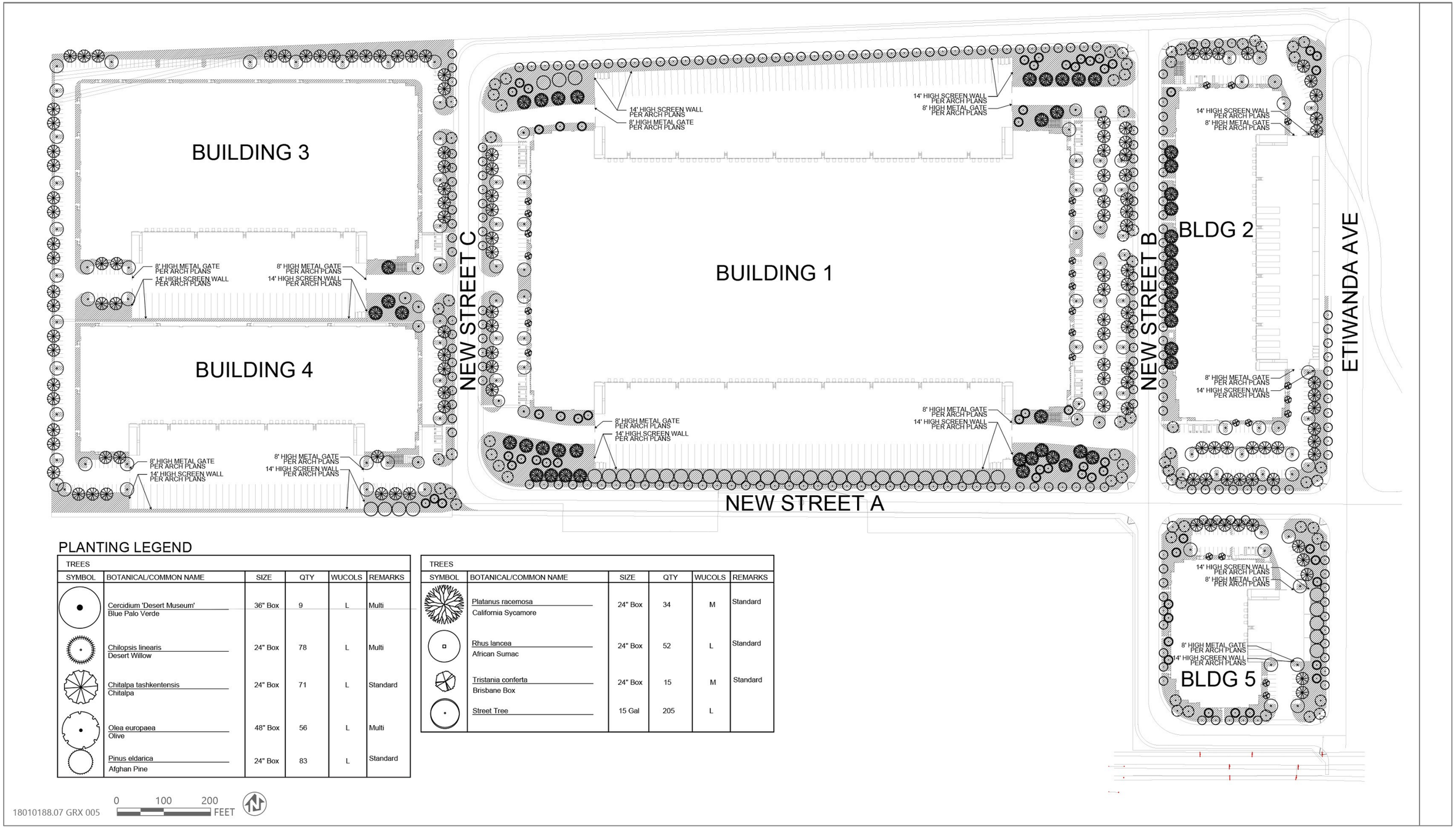
1. S1–STORM DRAIN SYSTEM SIGNS "NO DUMPING – DRAINS TO WATERWAY"
2. S3–TRASH ENCLOSURE
3. S4–EFFICIENT IRRIGATION
4. PROPRIETARY BIOFILTRATION SYSTEM
5. STORMTECH MC–4500 DETENTION CHAMBERS
6. N1–EDUCATIONAL MATERIALS
7. N3–LANDSCAPE MANAGEMENT BMPS
8. N4–BMP MAINTENANCE
9. N13–HOUSEKEEPING OF LOADING DOCKS
10. N14–CATCH BASIN INSPECTION
11. N15–SWEEPING OF PARKING LOTS
12. HYDRODYNAMIC SEPARATOR (PRETREATMENT)
13. SUMP PUMP
14. DRAIN INSERT(S)
15. CONNECTOR PIPE SCREEEN

ONGOING OVER THE ENTIRE SITE

- RD ROOF DRAIN
- STC STORMTECH CHAMBERS
- MWS PROPRIETARY BIOFILTRATION
- CDS HYDRODYNAMIC SEPARATOR
- CPS CONNECTOR PIPE SCREEN
- PROJECT BOUNDARY
- DRAINAGE AREAS
- SURFACE – FLOW DIRECTION
- SD – FLOW DIRECTION

Source: Image produced and provided by Thienes in 2023, adapted by Ascent in 2023.

Figure 2-18 Drainage Plan



PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	9	L	Multi
	Chilopsis linearis Desert Willow	24" Box	78	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	71	L	Standard
	Olea europaea Olive	48" Box	56	L	Multi
	Pinus eldarica Afghan Pine	24" Box	83	L	Standard

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Platanus racemosa California Sycamore	24" Box	34	M	Standard
	Rhus lancea African Sumac	24" Box	52	L	Standard
	Tristania conferta Brisbane Box	24" Box	15	M	Standard
	Street Tree	15 Gal	205	L	

Source: Image produced and provided by Hunter Landscape in 2021, adapted by Ascent in 2023.

Figure 2-19 Landscape Plan

2.5.9 Construction

Construction of the proposed project would occur over approximately 22 months. For purposes of this Draft EIR, construction is anticipated to begin in January 2026[1] and end in October 2027. Construction activities associated with the proposed project would occur in the following stages: demolition and site clearing, grading and excavation, building construction and infrastructure improvements, architectural coatings, and paving, as shown in Table 2-3.

Table 2-3 Estimated Construction Schedule

Construction Stage	Estimated Start Date	Estimated End Date	Estimated Number of Working Days
Demolition and site clearing	January 2026	January 2026	20
Grading and excavation	January 2026	February 2026	30
Building construction and infrastructure improvements	February 2026	May 2072	320
Concrete Imports	February 2026	March 2026	25
Paving	May 2027	July 2027	55
Architectural coatings	July 2027	October 2027	55

Source: Data provided by Black Creek Industrial Acquisitions LLC, 2023; Adapted by Ascent in 2025.

Demolition/site clearing would occur for approximately 20 working days and would involve the demolition of the existing paved surface areas on-site. In addition, this phase may include the removal of walls, fences, and associated debris to construct the proposed project. The grading and excavation stage would occur for approximately 30 working days and include moderate grading to the project site to ensure a proper base and slope for the proposed buildings. During the grading stage approximately 255,000 cubic yards of cut and fill would be balanced on site. A maximum of 8,700 cubic yards of material would be disturbed on a daily basis during construction. This stage would involve up to 8,000 tons of material exported off-site by approximately 450 haul truck trips.

The building construction stage would occur for approximately 320 working days and include excavation for foundations and utilities, concrete pours, carpentry, and steel erection. The architectural coatings and paving stages of construction would each occur for approximately 55 working days. Up to 150 workers would be onsite during construction activities.

Construction hours would be 7:00 a.m. to 5:00 p.m., Monday through Friday, with the exception of concrete pours, which would occur during nighttime (i.e., 10:00 p.m. and 6:00 a.m.). Concrete pours would take place during the building construction phase and have a duration of 25 working days.

2.5.10 Operations

The proposed warehouse distribution buildings are planned as speculative buildings with future tenants or buyers of the buildings not known. For the purposes of this EIR, proposed project operations are anticipated to commence in 2027. Of the five proposed buildings included in the proposed project, Buildings 2, 4, and 5 are anticipated to operate for 80 hours per week, while Buildings 1 and 3 are anticipated to operate 24 hours a day, seven days a week. Based on an industry average of 1 employee per 1,300 sf of building space, the proposed project is estimated to accommodate approximately 934 employees daily based on 1,214,131 sf of new building floor area.

[1] While January 2026 was used as the beginning year for construction based on an earlier iteration of the project schedule, this construction schedule represents a conservative analysis as construction equipment is assumed to become more fuel efficient and cleaner as time passes. Therefore, this analysis presents the worst-case scenario for the construction of the project.

2.6 POTENTIAL PERMITS AND APPROVALS REQUIRED

Pursuant to Section 15124(d) of the CEQA Guidelines, the project description shall include a list of the agencies that are expected to use the EIR in their decision making, and a list of permits and other approvals required to implement the project. Additionally, this shall include a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

2.6.1 City of Rancho Cucamonga

The proposed project is anticipated to require City approval of the following applications:

- design review;
- tentative and final parcel map;
- conditional use permit (CUP) and master plan pursuant to Section 17.30.030 (Allowed Land Uses and Permit Requirements) of the RCMC;
- zoning map amendment pursuant to Section 17.38.080 (Large Warehouse Overlay Zone) of the RCMC; and
- a development agreement.

2.6.2 Responsible Agencies

A Responsible Agency is a public agency other than the Lead Agency that has discretionary approval power over the project and proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR (CEQA Guidelines Section 15381). A Responsible Agency complies with CEQA by considering the EIR prepared by the Lead Agency and by reaching its own conclusions on whether and how to approve the project involved (CEQA Guidelines Section 15096). For the proposed project, the California Department of Fish and Wildlife (CDFW), Santa Ana Regional Water Quality Control Board (Region 8), and the South Coast Air Quality Management District (SCAQMD) would be required to issue permits for the project to operate and therefore could serve as a "Responsible Agency" under CEQA.

CDFW and the Santa Ana Regional Water Quality Control Board are considered Responsible Agencies under CEQA because of their regulatory oversight responsibility for the proposed project. Specifically, the CDFW has regulatory oversight for the approval of the Jurisdictional Delineation for the issuance of a Streambed Alteration Agreement (Section 1602) prior to the development of the proposed project. The Santa Ana Regional Water Quality Control Board has the regulatory oversight for the approval of the Section 401 Water Quality Certification and for compliance with National Pollution Discharge Elimination System (NPDES) and San Bernardino County Municipal Separate Storm Sewer Systems (MS4s) Permit (Order No. R8-2010-0036, NDPES Permit No. CAS618036) requirements .

SCAQMD could serve as a Responsible Agency if implementation of the proposed project would include the use of new stationary and portable sources that may require one or more air permits from SCAQMD. As stated in Section 2.5.10, "Operations", the proposed warehouse distribution buildings are planned as speculative buildings, where future tenants or buyers of the buildings have not been identified. As such, it is unknown at this time whether the proposed project would require a permit from SCAQMD. However, should a future tenant or buyer require an air quality permit(s) from the SCAQMD, the SCAQMD could certify the EIR as a Responsible Agency prior to taking a discretionary action on the issuance of a permit(s) in accordance with CEQA Guidelines Section 15096.

2.6.3 Other Agencies

Following certification of this EIR by the City as the lead agency under CEQA, other agencies may use this EIR to approve subsequent implementation actions and/or regulatory compliance activities. These agencies may include but are not limited to those listed below:

- San Bernardino County Environmental Health Division for oversight on compliance of hazardous materials use and storage in accordance with the Certified Unified Program Agency (CUPA) Program; and
- Connection permits and approvals by various regional and local utility providers.

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3 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

This draft environmental impact report (Draft EIR) evaluates and discloses the environmental impacts associated with the Etiwanda Commerce Center Project (proposed project), in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 1500, et seq.). Sections 3.1 through 3.14 of this Draft EIR present a discussion of regulatory background, existing conditions, environmental impacts associated with construction and operation of the proposed project, mitigation measures to reduce the level of impacts, and residual level of significance (i.e., after application of mitigation, including impacts that would remain significant and unavoidable after application of all feasible mitigation measures). The environmental analysis evaluates the potential impacts associated with the proposed project on existing baseline environmental conditions as of the date of the release of the Notice of Preparation (NOP) (i.e., November 1, 2023).

This Draft EIR addresses the following environmental topics referenced in the NOP prepared for the project (Appendix A of this Draft EIR):

- aesthetics;
- air quality;
- archaeological, historical, and tribal cultural resources;
- biological resources;
- energy;
- geology and soils;
- greenhouse gas emissions;
- hazards and hazardous materials;
- hydrology and water quality;
- land use and planning;
- noise;
- public services;
- transportation; and
- utilities and service systems.

The proposed project does not have the potential to result in physical effects to the following environmental topics, so they are not addressed further in this Draft EIR:

- agricultural and forestry resources,
- mineral resources,
- population and housing,
- recreation, and
- wildfire.

Chapter 4 of this Draft EIR, "Cumulative Impacts," presents an analysis of the proposed project's impacts considered together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. Chapter 5, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to the proposed project, as required by Section 15126.6 of the State CEQA Guidelines. Chapter 6, "Other CEQA Sections," includes an analysis of the proposed project's growth inducing impacts, as required by Section 21100(b)(5) of CEQA.

Sections 3.1 through 3.14 of this Draft EIR each include the following components.

Environmental Setting: This subsection presents the existing physical environmental conditions on the project site and in the surrounding area as appropriate, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the issue under evaluation. The extent of the environmental setting area evaluated (the project study area) differs among resources, depending on the locations where impacts would be expected.

Regulatory Setting: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. This section addresses the federal, State, regional, and local government regulatory setting, as appropriate to the issue being discussed.

Environmental Impacts and Mitigation Measures: This subsection presents thresholds of significance and discusses potentially significant effects of the proposed project on the existing environment, including the environment beyond the project boundaries, in accordance with State CEQA Guidelines Section 15126.2. The methodology for impact analysis is described, including technical studies upon which the analyses rely. The thresholds of significance are defined and thresholds for which the proposed project would have no impact are disclosed and dismissed from further evaluation.

Proposed project impacts and mitigation measures are numbered sequentially in each subsection (Impact 3.2-1, Impact 3.2-2, Impact 3.2-3, etc.). A summary impact statement precedes a more detailed discussion of the environmental impact. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The determination of level of significance of the impact is defined in bold text. A "less-than-significant" impact is one that would not result in a substantial adverse change in the physical environment. A "potentially significant" impact or "significant" impact is one that would result in a substantial adverse change in the physical environment; both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. Mitigation measures are identified, as feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts, in accordance with the State CEQA Guidelines Section 15126.4. Unless otherwise noted, the mitigation measures presented are recommended in the Draft EIR for consideration by the City to adopt as conditions of approval.

Where an existing law, regulation, or permit specifies mandatory and prescriptive actions about how to fulfill the regulatory requirement as part of the proposed project definition, leaving little discretion in its implementation, and would avoid an impact or maintain it at a less-than-significant level, the environmental protection afforded by the regulation is considered before determining impact significance. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other requirements that allow substantial discretion in how they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements. In this circumstance, the impact would be potentially significant or significant, and the regulatory requirements would be included as a mitigation measure.

This subsection also describes whether mitigation measures would reduce project impacts to less-than-significant levels. Significant-and-unavoidable impacts are identified as appropriate in accordance with State CEQA Guidelines Section 15126.2(b). Significant-and-unavoidable impacts are also summarized in Chapter 6, "Other CEQA Considerations."

References: The full references associated with the parenthetical references found throughout Sections 3.1 through 3.14 can be found in Chapter 8, "References," organized by section number.

3.1 AESTHETICS

This section provides a description of existing visual conditions (i.e., the physical features that make up the visible landscape) at the project site and an assessment of changes to those conditions that would occur from proposed project implementation. The effects of the proposed project on the visual environment are generally defined in terms of the proposed project's physical characteristics and potential visibility, the extent to which the proposed project's presence would change the scenic quality of the environment, and the level of sensitivity that the viewing public may have where the proposed project would alter existing views. The "Analysis Methodology" discussion below provides further detail on the approach used in this evaluation. No public comments related to aesthetics were received in response to the Notice of Preparation (Appendix A).

3.1.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to aesthetics are applicable to the proposed project.

STATE

California Scenic Highway Program

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects California State Highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways, and works to enhance their natural scenic beauty. The Scenic Highway Program includes a list of highways that are either officially designated or eligible for designation as scenic highways. The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. Development near a scenic highway does not render a roadway ineligible, nor is development or lane widening prohibited in officially designated scenic highways.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, titled PlanRC 2040, presents a series of strategies to guide the City towards building a community founded on the values of health, equity, and stewardship (City of Rancho Cucamonga 2021). The Land Use and Community Character chapter of the General Plan includes goals and policies related to urban design and character. The following policies are applicable to the proposed project:

- **Policy LC-1.2:** Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.
- **Policy LC-1.11**: Compatible Development. Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.

The Resource Conservation chapter of PlanRC 2040 includes goals and policies to protect the natural, historic, and cultural resources present in the City. The following goal and polices are applicable to the proposed project:

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

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

- **Policy RC-1.2:** Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.
- **Policy RC-1.4:** Dark Sky. Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.

City of Rancho Cucamonga Municipal Code

Title 17, Development Code, of the Rancho Cucamonga Municipal Code (RCMC) includes standards and guidelines that have been adopted to guide the City's growth and development in accordance with the goals and objectives of the General Plan. The Development Code identifies applicable use regulations, criteria for site development, performance standards, and design regulations for each zoning district within the City. Applicable chapters and sections of the Development Code include the following:

- Section 17.36.040 of the RCMC establishes development standards for industrial zones, including lot size, setback, building height, floor area ratio, building footprint, and minimum open space requirements. The code also specifies requirements related to site and building design, parking, landscaping, screening, and lighting.
- Section 17.38.080 of the RCMC establishes the Large Warehouse Overlay Zone (LW), which ensures that large industrial buildings of 450,000 square feet or more are located in areas of the city with adequate public services and infrastructure and are away from sensitive receptors who may be impacted by air pollutant emissions, noise, and other impacts generated by the predominant uses in such buildings. All warehouse development within the LW overlay zone is required to comply with the development standards established by the underlying zoning designation and any master plan applicable to the subject property.
- Chapter 17.56 of the RCMC establishes landscaping standards for new development. Section 17.56.050 of the RCMC requires that the front and exterior side yard setback areas adjoining public rights-of-way are required to be landscaped, including the property frontage within the right-of-way, in industrial zones.
- Section 17.58.050 of the RCMC has general lighting requirements for all outdoor lighting. Lighting must be directed away and shielded from adjacent residential areas to prevent stray light or glare from becoming a nuisance on adjacent properties. The performance standards require lighting to be designed to illuminate at the minimum level necessary for safety and security to avoid spillover light and glare in residential districts and parking areas in an effort to avoid creating areas of intense light or glare.
- Chapter 17.80 of the RCMC contains the City's Tree Protection Ordinance. The ordinance recognizes trees as valuable natural resources that help define the community's character. In addition, the ordinance acknowledges the scenic beauty that trees provide as one of the benefits that warrant their protection. "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 truck 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 strand 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.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to aesthetics, compliance with which would minimize or avoid adverse aesthetic impacts.

- **5.1-1:** A detailed on-site lighting plan, including a photometric diagram, shall be submitted by project applicants and reviewed and approved by the Planning Director and Police Department prior to the issuance of building permits. Such plan shall indicate style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties.

3.1.2 Environmental Setting

VISUAL CHARACTER OF THE PROJECT SITE AND SURROUNDING AREA

The project site is located in the southeast portion of the City, which is largely comprised of light and heavy industrial facilities, business parks, offices, manufacturing warehouses, and distribution centers. These land uses are generally characterized as functional and large, with box-like buildings and limited architectural treatment. Many industrial sites throughout this area lack unifying design elements and have minimal landscaping and decorative screening or walls.

The parcels that comprise the project site are zoned Industrial Employment (IE) and Flood Control/Utility Corridor (FC/UC). The project site consists of vacant, undeveloped land. Trees are located along the project site border with Etiwanda Avenue. Gravel is located in the southeastern region of the project site. Ground surface cover throughout the remainder of the project site and other unpaved areas consists of exposed soils with sparse native grass and weed growth. The project site was previously developed, most recently by a natural gas power plant operated by NRG, which was decommissioned in 2018 and was later demolished. The project site does not possess any unique aesthetic characteristics, such as structures with architectural significance or visual prominence, public plazas, art, gardens, pedestrian amenities, or landscaped parks (see Figures 2-3 through 2-8).

The project site is immediately surrounded by the AT/SF Railway and industrial manufacturing facilities to the north, industrial manufacturing and warehouse facilities to the east, railroad tracks and a decommissioned Southern California Edison electrical power station to the south and west. The surrounding properties are zoned IE or Neo-Industrial (NI).

VIEWS OF THE PROJECT SITE AND SURROUNDING AREA

The adjacent industrial development to the northwest and south obscures views of the project site from public vantagepoints and major thoroughfares in the project vicinity. The project site is visible form Etiwanda Avenue. The project site offers views of the San Gabriel mountains to the north, while views of San Bernardino Mountains to the east are partially obstructed by intervening industrial development.

SCENIC RESOURCES

Prominent scenic resources throughout the City of Rancho Cucamonga include the San Bernardino and San Gabriel Mountains, the City skyline, and the North Etiwanda Preserve. Views of these scenic resources are afforded along main thoroughfares in the City, including Interstate 15 (I-15), State Route (SR) 210, and major east-west roadways south of West Foothill Boulevard. The city also includes recreational trails, including the Pacific Electric Trail and Etiwanda Falls Trail, that feature natural scenery and vista points. Although Foothill Boulevard (Route 66) is not officially designated as a scenic highway, the corridor offers scenic views of mountains and hillsides and the residents of the City consider the corridor to be a historic route (City of Rancho Cucamonga 2021).

The project site does not contain publicly-accessible vantage points that offer views of scenic resources and is not located between any publicly-accessible vantage points and scenic resources. Etiwanda Avenue borders the project site to the east and offers views of the San Bernardino Mountains to the northeast and partial views of the San Gabriel Mountains to the north.

SCENIC HIGHWAYS

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. There are no officially-designated or eligible state scenic highways in the City of Rancho Cucamonga. The nearest officially-designated scenic highways to the project site include the following:

- a segment of SR 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains approximately 20 miles northwest of the project site; and
- the segment of SR 91 between SR 55 and the eastern city limit of Anaheim, located approximately 20 miles southwest of the project site (Caltrans 2019).

The project site is not located within or along, is not visible from, and does not offer views of any designated or eligible state scenic highway.

LIGHT AND GLARE CONDITIONS

The project site is in a highly urbanized area and existing sources of light and glare are uniformly present in the project vicinity. Light sources associated with existing industrial development surrounding the project site include building lighting (interior and exterior), parking lot lighting, and security and wayfinding lighting. Other light sources in the project vicinity include streetlights and vehicles along surrounding roadways. Sources of glare in the project vicinity include buildings and structures made with glass and metal as well as solar panels during certain times of the day. Vehicles traveling on surrounding roadways or parked in surrounding surface lots also contribute to glare in the project vicinity.

Light-sensitive receptors are generally considered to be residential uses, and may also include hotel, hospital, or nursing home uses, where excessive nighttime lighting may adversely affect activities associated with residential uses, such as sleeping. The closest light-sensitive receptors to the project site include a multi-family residential apartment building, located approximately 0.4 mile northeast of the project site, and a single-family home, located approximately 0.2 mile northeast of the project site. Views toward the project site from these light-sensitive receptors are obstructed by intervening development.

VIEWER GROUPS AND SENSITIVITY

Viewer groups include (1) motorists, such as those who are commuting, touring, or transporting goods on roadways, and (2) neighbors, such as those occupying the adjacent industrial land uses. Viewer sensitivity is affected by proximity (i.e., the distance from the viewer to the scene), extent (i.e., number of viewers observing the scene), and duration (i.e., how long viewers spend looking at the scene). The viewer groups of the project site and their sensitivity to visual changes in the environment are summarized as follows:

- Motorists: Motorists are those traveling on adjacent roadways, including Etiwanda Avenue. Because motorists would be passing the project site at relatively fast speeds, the duration and frequency of exposure to the project site for this viewer group would be low. Therefore, the visual sensitivity of motorists is low.
- Neighbors: The project site is adjacent to several industrial facilities where workers are present throughout the day. The overall visual sensitivity of workers is low because this group is focused on other activities and are in the locations for purposes other than enjoying the scenery or visual quality.

There are no land uses adjacent to the project site that contain viewer groups with high visual sensitivity (e.g., residents, recreationists).

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

There is no widely recognized guidance for evaluating aesthetics impacts from industrial projects. Therefore, the methodology for evaluating impacts related to aesthetics was adapted from the Federal Highway Administration's *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA 2015). Visual impacts are evaluated based on the changes to the environment (measured by the compatibility of the impact) or to viewers (measured by sensitivity to the impacts). Together, the compatibility of the impact and the sensitivity of the impact yield the degree of the impact to scenic quality. This terminology is described as follows:

- Compatibility of the Impact: Defined as the ability of the environment to absorb a project as a result of the project and the environment having compatible visual characters. A project can be considered compatible or incompatible.
- Sensitivity to the Impact: Defined by the ability of viewers from public vantage points to see and care about a project's impacts. The sensitivity to impact is based on viewer sensitivity to changes in the visual character of visual resources. Viewers are either sensitive or insensitive to impacts.
- Degree of the Impact: Defined as either a beneficial, adverse, or neutral change to scenic quality. A project may benefit scenic quality by enhancing visual resources or by creating better views of those resources and improving the experience of scenic quality by viewers. Similarly, it may adversely affect scenic quality by degrading visual resources or obstructing or altering desired views.

The analysis also evaluates whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality. A conflict with zoning and other regulations governing scenic quality, in and of itself, is not considered a significant impact under CEQA. Rather, a significant impact would result if the conflict is the result of a physical change to the environment that causes a substantially adverse change to scenic quality.

Lighting effects are typically associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, vehicle lights, and landscape lighting). The introduction of lighting can be a nuisance to adjacent residential areas, can limit the view of the clear night sky and, if uncontrolled, can cause disturbances (e.g., disruption to sleep). Residential land uses are considered light sensitive because occupants have expectations of privacy during nighttime hours and may be subject to disturbance by light sources. Spillover lighting is defined as the presence of unwanted light on properties adjacent to the property causing illumination. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on highly reflective surfaces, such as window glass, stainless steel, aluminum, and photovoltaic panels. Daytime glare generation is common in urban and suburban areas and is typically associated with buildings with exterior facades largely or entirely composed of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Mid- to high-rise buildings with large surface areas of reflective or mirrorlike materials are a common source of daytime glare, especially around sunrise and sunset. Glare-sensitive land uses include residences (primarily outdoor areas), hotels, transportation corridors, and aircraft landing corridors.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant aesthetic impact if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- conflict with applicable zoning and other regulations governing scenic quality; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ISSUES NOT DISCUSSED FURTHER

Scenic Vistas

As described in Section 3.1.2, "Environmental Setting," the project site is within an industrial setting; it is not notable for its scenic quality and does not contain scenic resources of importance to the City. In addition, the project site and surrounding area does not contain publicly-accessible vantage points that offer views of scenic resources. As also discussed in Section 3.1.2, the visual sensitivity of viewer groups in proximity to the project site is low. The project site offers views of the San Bernardino and San Gabriel Mountains to the north and east; however, intervening industrial development and vegetation is present within these viewsheds. The proposed project would result in the construction of a new warehouse distribution facility on a vacant site. The proposed buildings would have a maximum height of 50 feet. The buildings would be compatible in terms of height and massing with the existing buildings in the project vicinity and would result in a neutral change in views within the surrounding area. The proposed buildings would not obstruct views of the San Bernardino or San Gabriel Mountains because their heights would be compatible with surrounding development and the lack of publicly-accessible vantage points offering scenic views in the surrounding area. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. This issue is not discussed further.

Scenic Resources within State Scenic Highways

As discussed in Section 3.1.2, the nearest officially-designated state scenic highways are approximately 20 miles northwest and southwest of the project site. The project site is not visible from a state scenic highway and does not offer views of any state scenic highway. Project improvements would be limited to within the project site and utility connections would occur within public right-of-way fronting the project site, which would not encroach onto a state scenic highway. Therefore, the proposed project would not have potential to damage scenic resources, including trees, rock outcroppings, and historic buildings, within a state scenic highway. This issue is not discussed further.

Visual Character and Quality of Public Views in Nonurbanized Areas

The project site is entirely within an urbanized area. Therefore, the analysis does not address whether the proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings in nonurbanized areas. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

The proposed project would be consistent with the development standards for industrial zones with the issuance of a conditional use permit (CUP) and a master plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080. Upon approval, the project would comply with the requirements of the RCMC, which were established, in part, to regulate the aesthetics and visual quality of new development in accordance with the City's General Plan. In addition, the proposed project would be consistent with the City's General Plan policies governing the compatibility of new development and the protection and preservation of existing views. Compliance with the City's development standards and General Plan would be enforced as part of the design review and building permit process and would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. Therefore, construction and operation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. This impact is **less than significant**.

As described in Section 3.1.2, "Environmental Setting," the project site is zoned IE and FC/UC. The project site is vacant but was previously developed with a natural gas power plant. The project site is directly surrounded by other industrial land uses in the NI and IE zones, including the AT/SF Railway and industrial manufacturing facilities to the north, industrial manufacturing and warehouse facilities to the east, and a decommissioned Southern California Edison electrical power station to the south and west.

The proposed project would develop the site with five new buildings for warehouse distribution, office space, loading docks for trailers, and surface parking areas. The proposed project would also include the creation of new public streets, vehicle drive aisles, water quality basins, utility infrastructure, exterior lighting and signage, and landscaping. The proposed project's uses are consistent with the allowable uses of the IE and FC/UC zones. The proposed project's warehouse distribution land uses are permitted on parcels zoned IE with the issuance of a CUP and a master plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080. In addition, the project would be subject to all applicable provisions of the RCMC (e.g., development standards) as well as federal, State, and local law. To ensure compliance with the RCMC and legal requirements, the proposed project would be reviewed for consistency with the City's development standards established in Section 17.36.040 of the RCMC, including standards governing aesthetics and visual quality of new development as part of the City's design review and building permit process.

The proposed project would be consistent with the site and building design standards in RCMC section 17.36.040 that are protective of scenic quality. Typical of industrial development, the proposed buildings would be constructed of concrete tilt-up panels with reveal lines (i.e., trim for concrete panels that creates an aesthetic reveal between two panels), with multiple gray paint tones, vision glass, and spandrel glass to provide a modern aesthetic. Offices would be located at one or more corners of the buildings that would feature more extensive glass work, tiles, metal canopies, and aluminum storefront framing with tempered glazing at all doors. Exterior screen walls would be up to 15 feet high, with 8-inch metal sliding gates, and paint color to match the buildings. Elevations of the five proposed buildings are shown in Figures 2-6 through 2-10 in Chapter 2, "Project Description."

The proposed buildings, parking lot, driveways, and sidewalks would be arranged to emphasize the aesthetically pleasing components of the site (e.g., landscaping and offices) and to screen less attractive elements (e.g., service facilities, loading docks, outdoor storage, equipment areas, and refuse enclosures) through the placement and design of the buildings, screen walls, and landscaping. Loading docks would be oriented away from existing and proposed public streets or screened with walls, fences, and landscaping. All outdoor lighting would conform with Section 17.58.050 of the RCMC (refer to Impact 3.1-2 for analysis of the proposed project's consistency with outdoor lighting requirements and lighting impacts on day and nighttime views in the project site and vicinity).

All on-site vegetation and trees along the project site border with Etiwanda Avenue would be removed during project construction. The proposed project would comply with the City's Tree Protection Ordinance, codified in Chapter 17.80 of the RCMC, which would help to maintain the scenic beauty and community character of the city. Heritage trees

would be protected if feasible during construction activities and the removal of such trees would only be sought as a last resort. If the removal of heritage trees is required, a Tree Removal Permit would be obtained in accordance with the Chapter 17.16.080 of the RCMC prior to the removal or relocation of any heritage trees. Chapter 17.16.080 of the RCMC requires submittal of a tree report prepared by a qualified arborist outlining the type and condition of the heritage trees proposed for removal prior to any construction or removal activities. The requirements of Chapter 17.16.080 have been established by the City to account for the removal of heritage trees and therefore, serves to minimize any significant effects to heritage trees. As such, project compliance with the conditions of the City's tree removal permit would constitute compliance with RCMC Chapters 17.80 and 17.16.080.

New landscaping would be consistent with the landscaping standards established in Chapter 17.56 of the RCMC. The proposed project would include approximately 352,762 square feet of landscaping, which would cover approximately 16 percent of the project site and would meet minimum planting size and tree spacing requirements established for industrial zones. The proposed project would include planting of approximately 603 trees, including fifty six 48-inch box, nine 36-inch box, three hundred and thirty three 24-inch box, and two hundred and five 15-gallon. All front and exterior side yard setback areas adjoining public rights-of-way would be landscaped, including the property frontage within the right-of-way. The proposed landscaping plan is shown on Figure 2-13 in Chapter 2, "Project Description."

The proposed project would be consistent with the maximum building height and footprint, maximum floor area ratio, minimum lot area and width, and minimum setback requirements for industrial zones established in Section 17.36.040 of the RCMC. In addition, the proposed project would be consistent with policies in the City's General Plan related to aesthetics. As described in Section 3.3.1, "Regulatory Setting," Policies LC-1.2 and LC-1.11 govern the compatibility of new development. As a result, the proposed project would have similar height, massing, and architectural style to the other industrial facilities in the project vicinity. Therefore, consistent with Policies LC-1.2 and LC-1.11, the proposed project would be visually compatible with the historic, existing, and envisioned industrial character of the project site, adjacent properties, and the surrounding area. The overall degree of change to scenic quality would be neutral.

Policy RC-1.1 governs the protection and preservation of existing views. As noted under the "Scenic Vistas" section above, the project site is not notable for its scenic quality and does not contain scenic resources of importance to the City. In addition, the project site and surrounding area does not contain publicly-accessible vantage points that offer views of scenic resources. The project site offers views of the San Bernardino and San Gabriel Mountains; however, intervening industrial development and vegetation is present within these viewsheds. The proposed buildings would be of similar height and massing to the existing development in the project vicinity and would not diminish or degrade views within the surrounding area. Furthermore, as noted in Section 3.1.2, viewers of the project site would be limited to those with low sensitivity to visual changes in the environment, including motorists traveling on adjacent roadways and workers at adjacent industrial properties. There are no land uses adjacent to the project site that contain viewer groups with high sensitivity to visual changes (e.g., residents and recreationists).

Based on the discussion above, the proposed project would be generally consistent with the development standards for industrial zones, which were established, in part, to regulate the aesthetics and visual quality of new development in accordance with the City's General Plan. In addition, the proposed project would be consistent with the City's General Plan policies governing the compatibility of new development and the protection and preservation of existing views. Compliance with the City's development standards and General Plan would be enforced as part of the design review and building permit process and would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. Therefore, construction and operation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Proposed project construction and operation would introduce new sources of lighting that would be visible from limited off-site vantage points. However, the proposed lighting would be similar in intensity to light emitted from nearby properties and characteristic of a typical urban environment. In addition, the proposed lighting plan would be subject to review and approval by the City to ensure compliance with outdoor lighting requirements in the RCMC, which would prevent light trespass and glare from becoming a nuisance on adjacent properties. The proposed project would not include highly reflective materials or surfaces that would create substantial new sources of glare. Landscaping, walls, and fencing would be installed around the perimeter of the project site, which would further obstruct the new sources of light and glare introduced by the project and thus, would reduce the amount of spillover light and glare. Furthermore, light and glare would not be visible to the nearest light-sensitive receptors due to their distance from the project site. Therefore, this impact is **less than significant**.

Lighting

As discussed in Section 3.1.2, "Environmental Setting," the project site is vacant and does not contain existing light sources. However, the project site is in a highly urbanized area and adjacent land uses are developed with industrial facilities that contain light sources, such as interior and exterior building lighting, surface parking lot lighting, and wayfinding and security lighting. Other light sources in the project vicinity include streetlights and vehicles along surrounding roadways. The closest light-sensitive receptors to the project site include a multi-family residential apartment building, located approximately 0.4 mile northeast of the project site, and a single-family home, located approximately 0.2 mile northeast of the project site.

Project construction activities would occur during the daytime between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, with the exception of concrete pours, which would commence at 1:00 a.m. Nighttime lighting would be required during concrete pours and security lighting may be used on-site at nighttime to deter unauthorized access and promote site safety. Nighttime lighting would be shielded and projected downward to minimize spillover effects on adjacent properties. Although temporary lighting is exempt from the City's outdoor lighting standards to minimize light trespass (Chapter 17.58 of the RCMC), construction lighting would not be visible to the nearest light-sensitive receptors, which include the Victoria Woods Apartment complex located approximately 0.4-mile northeast of the nearest portion of the project site, due to the distance from the project site and the shielding of construction lighting by existing intervening buildings and public roadways.

Once operational, the proposed project would include new sources of interior and exterior lighting. Interior building lighting would comply with the most current California Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations) at the time of construction; the 2022 Building Energy Efficiency Standards require the use of light-emitting diode fixtures with lighting controls. Exterior lighting would consist of exterior building illumination, safety lighting, and wayfinding lighting throughout internal roadways, on-site parking areas, and landscaped areas. All outdoor lighting would conform with Section 17.58.050 of the RCMC, which requires that lighting would be directed away and shielded from residential areas to prevent stray light or glare from becoming a nuisance on adjacent properties. In addition, lighting would be designed to illuminate at the minimum level necessary for safety and security to avoid spillover light and glare in residential districts and parking areas to avoid creating areas of intense light or glare. Pursuant to City Standard Condition of Approval 5.1-1, the proposed project applicant would be required to submit a detailed on-site lighting plan, including a photometric diagram, the City for review and approval by the Planning Direct and Police Department prior to the issuance of building permits. This on-site lighting plan is required to identify style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties and would ensure compliance with RCMC lighting requirements.

Lighting used during construction and operation of the proposed project would be visible at night from limited off-site vantage points, such as along Etiwanda Avenue. However, the proposed lighting would be similar in intensity to existing lighting emitted from nearby properties and characteristic of a typical urban environment. In addition, the perimeter of the project site would be screened with landscaping, walls, and fencing. Proposed project lighting would not be visible to the nearest light-sensitive receptors due to distance. Therefore, the proposed lighting would not result in a substantial source of lighting that would adversely affect day or nighttime views in the project vicinity.

Glare

During construction, nominal increases in glare would be introduced to the project site as a result of increased vehicular presence at the site (e.g., from windshields of vehicles and construction equipment). These sources of glare would be limited to the ground level. Glare from project construction would be minor and would not adversely affect daytime views of the area.

Upon completion of construction, the project site would be developed with five new buildings for warehouse distribution and other improvements, including new public streets and paved surface parking lots. The proposed buildings would be constructed with nonreflective surfaces and glass and downward shielded lighting to minimize glare and prevent spillover effects onto adjacent properties and roadways. While the proposed project would also include a solar-ready roof design (i.e., the roof design would accommodate solar panels on a minimum of 15 percent of the roof area), the roof area would be screened from offsite views by the exterior building walls and all solar panels would be installed and oriented in a manner that would not cause offsite glare. On-site vehicles would reflect minimal amounts of sunlight at the ground level and glare from these surfaces would be obscured by landscaping, walls, and fencing that would be installed along the perimeter of the project site. Therefore, glare sources from project operation would be minor and would not adversely affect daytime views of the area.

Summary

Proposed project construction and operation would introduce new sources of lighting that would be visible from limited off-site vantage points. The new sources of lighting from the proposed project would be nominal relative to the existing sources of lighting that characterize the urbanized area that surrounds the project site. The proposed lighting would be similar in intensity to light emitted from nearby properties and characteristic of a typical urban environment. In addition, the proposed lighting plan would be subject to review and approval by the City to ensure compliance with outdoor lighting requirements in the RCMC. The proposed project would not include highly reflective materials or surfaces that would create substantial new sources of glare. All reflective materials, including solar panels, would be oriented and shielded to reduce the effects of off-site glare. Landscaping, walls, and fencing would be installed around the perimeter of the project site and would further reduce the amount of spillover light and glare. Furthermore, the project site is not adjacent to residential or other light-sensitive receptors and proposed project generated light and glare would not be visible to the nearest light-sensitive receptors due to their distance from the project site. Therefore, this impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.2 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential construction and operational air quality impacts resulting from development of the proposed project. Mitigation is developed as necessary to reduce potentially significant air quality impacts to the extent feasible. The "Analysis Methodology" discussion below provides further detail on the approach used in this evaluation.

In response to the Notice of Preparation (Appendix A), the City received several comment letters related to the air quality impacts of the proposed project. The issues raised in the following comments are addressed in the analysis of the proposed project's air quality impacts in Section 3.2.3, "Environmental Impacts and Mitigation Measures."

The California Department of Justice, Attorney General's Office, Bureau of Environmental Justice, provided comments related to air pollution and adverse health effects of diesel trucks, and shared information regarding best practices and mitigation measures for warehouse projects, avoiding land use conflicts between warehouses and sensitive receptors, and mitigating unavoidable land use conflicts.

Californians Allied for a Responsible Economy (CARE), provided comments related to air emissions from the proposed project, including from heavy-duty diesel truck traffic, transportation refrigeration units (TRUs), and on-site equipment. CARE also requested preparation of a health risk assessment analyzing the impacts of diesel truck trips associated with the proposed project.

The South Coast Air Quality Management District (SCAQMD) provided comments that recommend using SCAQMD's CEQA Air Quality Analysis handbook to prepare the air quality analysis; quantifying air emissions using CalEEMod modeling software; using SCAQMD regional and localized significance thresholds to evaluate the proposed project; analyzing all phases of construction and operation; and performing a health risk assessment. SCAQMD also addressed the potential health impacts of siting warehouses in close proximity to sensitive receptors and offered project design considerations and mitigation measures to reduce significant air quality impacts. SCAQMD also provided comments related to the applicability of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program to the proposed project.

3.2.1 Regulatory Setting

Air quality in the project area is regulated through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the region are discussed below.

FEDERAL

The US Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates draw primarily from the federal Clean Air Act (CAA) enacted in 1970. The most recent major amendments were made by Congress in 1990. EPA's air quality efforts address criteria and hazardous air pollutants (HAPs).

Criteria Air Pollutants

The CAA required EPA to establish National Ambient Air Quality Standards (NAAQS) for six common air pollutants found all over the United States, referred to as criteria air pollutants (Table 3.2-1). EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 or less ($PM_{2.5}$), and lead. Criteria air pollutants are compounds that, at certain concentrations, can cause harm to human and animal health and the environment. Extensive scientific and economic research has been conducted to evaluate the specific concentrations where these pollutants may cause harm to health and environment and are reflected in EPA's NAAQS. The primary standards protect public

health, and the secondary standards protect public welfare. The CAA also required each state to prepare a state implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, EPA may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Table 3.2-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	9 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2024a, EPA 2022.

California's SIP is updated periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The current SIP is a compilation of plans and regulations that govern how the region and state will comply with the CAA requirements to attain and maintain the NAAQS for ozone and $PM_{2.5}$.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic air contaminants (TACs), or in federal parlance, HAPs, are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may threaten public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are diverse and generally are assessed locally, rather than regionally due to their dispersive properties (i.e., TAC concentrations disperse through the air and reduce with increasing distance from the source). TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (See Table 3.2-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for HAPs. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 CAA and the regulations are published in 40 Code of Federal Regulations Parts 61 and 63.

STATE

The California Air Resources Board (CARB) responsible for coordinating and overseeing State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, adopted in 1988, required CARB to establish California Ambient Air Quality Standards (CAAQS) (See Table 3.2-1).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporates a margin of safety to protect sensitive individuals.

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

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (AB 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Hot Spots Act) (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. In 1998, diesel PM was added to CARB's list of TACs.

After identifying a TAC, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce

exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors and generators). Over time, replacing older vehicles will result in a fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan and other regulatory programs, it is estimated that by 2035, emissions of diesel PM will be less than half of those in 2010 (CARB 2023). CARB's 2022 Advanced Clean Fleets regulation will also reduce diesel PM through the transition of medium- and heavy-duty trucks to fully electric by 2045. Additionally, CARB's 2022 amendments to the 2004 Transport Refrigeration Unit Airborne Toxic Control Measure increase the stringency of TRU $PM_{2.5}$ and require the electrification of diesel-powered TRU trucks by 2029.

Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, risks associated with exposure to the emissions are expected also to be reduced.

California Attorney General's Bureau of Environmental Justice *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California. It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals. Example design considerations include siting warehouse facilities at least 1,000 feet from residences, using clean and zero emissions equipment, limiting truck idling, installing renewable energy, and building to allow for future electrification (California Attorney General's Office 2022).

Recently, the state adopted Assembly Bill (AB) 98, which prescribes various warehouse design and build standards for proposed new or expanded logistics use developments, including but not limited to standards for building design and location, particularly the distance from nearby sensitive uses, parking, truck loading bays, landscaping buffers, entry gates, truck routes, and signage. The bill prohibits any jurisdiction from approving the development of a logistics use that does not meet or exceed the standards outlined in the bill. The bill becomes effective January 1, 2026 and may apply to some projects, specifically those that applied for a rezone to industrial uses after September 30, 2024. Measures that could be required per AB 98 include but are not limited to solar photovoltaic systems and battery storage, efficient lighting, cool roofing, truck and automobile electric vehicle (EV) charging, high-efficiency heating, cooling, ventilation and air conditioning systems, zero-emissions forklifts, and zero-emission small off-road engines.

The proposed project submitted its project application with the City prior to September 30, 2024, and therefore, would not be subject to the requirements of AB 98.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan (PlanRC 2040) is a roadmap that encompasses the aspirations and values of the community (City of Rancho Cucamonga 2021). Specific to air quality, PlanRC 2040 includes numerous goals and policies that contribute to the improvement of air quality in the City within the various chapters. There are goals and policies within the Land Use and Community Character Element, Mobility and Access Element, and Resource Conservation Element that are relevant to the potential air quality impacts of the proposed project. These goals and policies are summarized below.

Land Use and Community Character Element

GOAL LC-7 Robust Districts. A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.

- **LC-7.4 Compatibility**. Discourage large industrial projects within 1,000 feet of existing and planned residential development.
- **LC-7.6 Loading Docks**. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.

Mobility and Access Element

GOAL MA-4 Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

- **MA-4.1 Truck Network**. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.
- **MA-4.2 Southeast Area Connectivity**. Require new development in the Southeast Area to provide the necessary infrastructure to maintain access and public safety as shown on Figure M-8.
- **MA-4.3 Future Logistics Technology**. Support and plan for electrification and autonomy of the truck fleet.
- **MA-4.4 Rail Access**. Avoid abandonment of rail access to industrial parcels or utilize such right of way to balance and enhance other connectivity goals within the City (such as pedestrian/ bicycle trails).
- **MA-4.5 Grade Separation**. Support the construction of grade separations of roadways and trails from rail lines.

Resource Conservation Element

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

- **RC-5.1 Pollutant Sources**. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.
- **RC-5.2 Air Quality Land Use Compatibility**. Avoid siting of homes, schools, hospitals, and childcare facilities and land uses within 500 feet of land uses that are considered large emitters.
- **RC-5.3 Barriers and Buffers**. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.
- **RC-5.4 Health Risk Assessment**. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.
- **RC-5.5 Impacts to Air Quality.** Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.
- **RC-5.6 Community Benefit Plan**. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.
- **RC-5.8 New Localized Air Pollution Sources Near Existing Sensitive Receptors.** Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.

- **RC-5.9 Truck Hook-Ups at New Industrial or Commercial Developments.** Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.
- **RC-5.10 Clean and Green Industry.** Prioritize non-polluting industries and companies using zero or low air pollution technologies.
- **RC-5.11 Dust and Odor.** Require new construction to include measures to minimize dust and odor during construction and operation.

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

- **RC-7.2 New EV Charging.** Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.
- **RC-7.4 New Off-Road Equipment.** When feasible, require that off-road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.
- **RC-7.7 Sustainable Design.** Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.
- **RC-7.9 Passive Solar Design.** Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- **RC-7.10 Alternative Energy.** Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Rancho Cucamonga Code of Ordinances

The following chapters from the Rancho Cucamonga Code of Ordinances are applicable to the project:

Chapter 17.66.060 Odor, particulate matter, and air containment standards.

A. Sources of odorous emissions, particulate matter, and air containment standards shall comply with the rules and regulations of the air pollution control district and the state Health and Safety Code.

B. Noxious odorous emissions in a manner or quantity that is detrimental to or endanger the public health, safety, comfort, or welfare is declared to be a public nuisance and unlawful, and shall be modified to prevent further emissions release, except for agricultural operations in compliance with this title. No emission of odors shall be permitted in such quantities as to be readily detectable when diluted in the ratio of one volume of odorous air to four volumes of clean air at the property line as specified in section 17.66.030 (Points of Measurement) of this chapter. Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system, so that control will be maintained if the primary safeguard system should fail.

C. No dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.

D. Exhaust air ducts shall be located or directed away from abutting residentially zoned properties.

(Ord. No. 1000 § 4, 2022)

Chapter 15.12.160 Section J113.1 of Appendix J added—Dust control.

Section J113.1 is hereby added to read as follows:

Section J113.1 Dust control.

J113.1 General. The owner of the site or the project contractor shall put into effect and maintain all precautionary measures necessary to prevent dust blowing from the site to adjacent properties. Prior to the permit issuance, a dust control sign and required contact information as required by the department's policy shall be installed at the site.

(Ord. No. 899 § 4, 2016; Ord. No. 956 § 4, 2019; Ord. No. 1011 § 4, 2022)

Chapter 17.66.110 Special industrial performance standards.

Purpose. The performance standards allow industrial uses to operate consistent with the overall characteristics of the land use category to provide for a healthy, safe, and pleasing environment in keeping with the nature and level of surrounding industrial activity. The performance standards contained in Table 17.66.110-1 (Industrial Performance Standards) are applied based on the zones as follows:

- Class A performance standards. The most restrictive of the performance standards to ensure a high-quality working environment and available sites for industrial and business firms whose functional and economic needs require protection from the adverse effects of noise, odors, vibration, glare, or high-intensity illumination, and other nuisances.
  - Particulate Matter and Air Contaminants. In addition to compliance with the Air Quality Management District (AQMD) standards, all uses shall be operated so as not to emit particulate matter or air contaminants that are readily detectable without instruments by the average person while on the lot containing such uses.
  - Odor: All uses shall be operated so as not to emit matter causing unpleasant odors that are perceptible to the average person beyond any lot line of the lot containing such uses.
- Class B performance standards. These standards are intended to enable a complementary mix of uses and provide for a limited range of industrial activity while assuring a basic level of environmental protection. It is the intent of the standards of this section to provide for uses whose operational needs may produce noise, vibration, particulate matter and air contaminants, odors, or humidity, heat, and glare which cannot be mitigated sufficiently to meet the Class A standards. The standards are so designed to protect uses on adjoining sites from effects which could adversely affect their functional and economic viability.
  - Particulate Matter and Air Contaminants. In addition to compliance with the Air Quality Management District (AQMD) standards, all uses shall be operated so as not to emit particulate matter or air contaminants that are readily detectable without instruments by the average person while on the lot containing such uses.
  - Odor: All uses shall be operated so as not to emit matter causing unpleasant odors that are perceptible to the average person beyond any lot line of the lot containing such uses.
- Class C performance standards. It is the intent of the standards of this section to make allowances for industrial uses whose associated processes produce noise, particulate matter and air contaminants, vibration, odor, humidity, heat, glare, or high-intensity illumination which would adversely affect the functional and economic viability of other uses. The standards, when combined with standards imposed by other governmental agencies, serve to provide basic health and safety protection for persons employed within or visiting the area.
  - Particulate Matter and Air Contaminants. In addition to compliance with the AQMD standards, all uses shall be operated so as not to emit particulate matter or air contaminants that: (a) are injurious to the health of either persons engaged in or related to the use of the lot, or persons residing,

working, visiting, or recreating in neighboring areas; (b) substantially and adversely affect the maintenance of property in nearby areas; (c) are disruptive of industrial processes carried on in other parts of the industrial area. Where a use occupies a lot abutting or separated by a street lot with designated Class A or B, the A or B performance standard for particulate matter and air contaminants shall apply at the common or facing lot line.

- Odor: All uses shall be operated so as not to emit matter causing unpleasant odors that are perceptible to the average person beyond any lot line of the lot containing such uses.

South Coast Air Quality Management District

The project lies within the San Bernardino County portion of the South Coast Air Basin (Basin), which is under the jurisdiction of SCAQMD. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, including all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. SCAQMD is primarily responsible for developing and implementing rules and regulations for maintaining and attaining the NAAQS and CAAQS, developing air quality management plans (AQMP), permitting new or modified sources, and adopting and enforcing air pollution regulations within the Basin. The ability of SCAQMD to control emissions (including criteria pollutants, TACs, and GHGs) is provided primarily through permitting, but also through its role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements and guidance for CEQA documents.

Regional Air Quality Management Plans

SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources, control programs for area and indirect sources, an SCAQMD permitting system that allows no net increase in emissions from any new or modified (i.e., previously permitted) emissions sources, and transportation control measures. The most recently adopted AQMP is the 2022 AQMP, adopted on December 2, 2022, which serves as the blueprint to bring the Basin into attainment with CAAQS and NAAQS. The 2022 AQMP was developed to meet the 2015 Ozone NAAQS requirements.

The 2022 AQMP builds upon measures already in place from previous AQMPs and provides actions, strategies, and steps to reduce air pollution emissions and meet ozone standards by 2037. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero-emission technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard (SCAQMD 2022).

CEQA Guidance

SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to help local governments analyze and mitigate project-specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analyses as part of CEQA documents prepared within SCAQMD's jurisdiction. In addition, SCAQMD has published two guidance documents: *Localized Significance Threshold Methodology for CEQA Evaluations* (2003, revised 2008) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006). These publications provide guidance for evaluating localized effects from mass emissions during construction and operations. Both were used to prepare this analysis (SCAQMD 2006, 2008).

Rules and Regulations

The proposed project is also required to comply with all applicable SCAQMD rules and regulations pertaining to construction and operational activities, including, but not limited to the following.

SCAQMD Rule 402—Nuisance

This rule prohibits the discharge of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, endanger the comfort, repose, health, or safety of any such persons or the public, or cause, or have a natural tendency to cause, injury or damage to business or property. Odors are regulated under this rule.

SCAQMD Rule 403—Fugitive Dust

This rule prohibits emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area that remains visible beyond the property line of the emission's source.

During construction, best available control measures identified in the rule would be required to minimize fugitive dust emissions from proposed earthmoving and grading activities. These measures would include site pre-watering and re-watering as necessary to maintain sufficient soil moisture content. Additional requirements apply to construction projects on properties with 50 or more acres of disturbed surface area or any earthmoving operation with a daily earthmoving or throughput volume of 5,000 cubic yards or more three times during the most recent 365-day period. These requirements include submittal of a dust control plan, maintenance of dust control records, and designation of an SCAQMD-certified dust control supervisor.

SCAQMD Rule 1108—Cutback Asphalt

This rule specifies volatile organic compound (VOC) content limits for cutback asphalt.

SCAQMD Rule 1113—Architectural Coatings

This rule specifies specifications on painting practices and regulates the VOC content of paint.

SCAQMD Rule 1146—Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

The purpose of this rule is to set oxides of nitrogen (NO_X) limits for exhaust from large external combustion equipment, such as commercial boilers, steam generators, and process heaters of equal to or greater than 5 million British thermal unit (Btu) per hour rated heat input capacity used in all industrial, institutional, and commercial operations.

SCAQMD Rule 1146.1—Emissions of Oxides of Nitrogen from Small Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

The purpose of this rule is to set NO_X limits for exhaust from small external combustion equipment, such as commercial boilers, steam generators, and process heaters that are greater than 2 million Btu per hour and less than 5 million Btu per hour rated heat input capacity used in all industrial, institutional, and commercial operations.

SCAQMD Rule 1186— PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations

The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads, and at livestock operations.

SCAQMD Rule 1186.1— Less Polluting Sweepers

This rule requires certain public and private sweeper fleet operators to acquire and operate alternative-fuel or otherwise less-polluting sweepers when purchasing or leasing these vehicles for sweeping operations undertaken by or for governments or governmental agencies.

SCAQMD Rule 1470—Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

This rule specifies requirements for stationary diesel engines greater than or equal to 50 brake-horsepower hour, including emergency standby (backup) generators. It requires owners or operators of emergency standby generators to keep monthly logs of usage, limits maintenance and testing to 50 hours per year, and requires emission rates to meet specific emission standards based on the year the permit is requested, distance to schools and other sensitive land uses, and the size of the engine.

SCAQMD Rule 2305—Warehouse Actions and Investments to Reduce Emissions Program

WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Rule 316 establishes fees to fund Rule 2305 compliance activities. Rule 2305 applies to warehouses with at least 100,000 square feet of indoor floor space in a single building.

The purpose of the WAIRE Program is to reduce local and regional emissions of NO_X and PM, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attached to warehouses in order to assist in meeting state and federal air quality standards for ozone and $PM_{2.5}$. 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, such as through the installation of solar and charging infrastructure. SCAQMD Rule 316 is a companion fee rule for Rule 2305 to allow SCAQMD to recover costs associated with Rule 2305 compliance activities.

Points can be earned through:

a) completing any combination of actions in the WAIRE menu; or

b) completing actions in an approved, site-specific custom WAIRE Plan; or

c) paying a mitigation fee.

Warehouse owners are required to submit basic information (Warehouse Operations Notification) about the building and their tenants. Only warehouse operators must earn WAIRE Points, but owners can opt-in if they choose and transfer points to their tenants. There are exemptions to the rules, including if the warehouse is less than 50,000 square feet of warehousing activities or if there are less than 10 WAIRE points required using SCAQMD's calculator.

While Rule 2305 does not prescribe specific requirements for CEQA documents, WAIRE measures can be incorporated into project design or CEQA mitigation measures.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties. SCAG addresses regional issues related to transportation, the economy, community development, and the environment and is the federally designated metropolitan planning organization for a majority of the region and the largest metropolitan planning organization in the nation. As required by federal and State law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP. In 2024, SCAG adopted Connect SoCal 2024, the area's Regional Transportation Plan/Sustainable Communities Strategy.

3.2.2 Environmental Setting

The project site is located within the Basin, which is bound by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Basin, which is a coastal plain connecting broad valleys and low hills.

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

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (i.e., weather and topography) as well as human-made influences (i.e., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential.

The greatest air pollution impacts in the Basin occur from June through September and are generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. These conditions frequently reduce pollutant dispersion, thereby causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert.

The local meteorology of the project site and surrounding area is represented by measurements recorded at the Western Regional Climate Center Fontana Kaiser station, which is no longer operational but less than one mile from the project site. The annual average precipitation over the period of record (1951– 1984) was approximately 15 inches. January temperatures range from an average low of 44°F to an average high of 67°F. July temperatures range from an average low of 62°F to an average high of 95°F (WRCC 2012).

The closest station that monitors wind data is the Fontana station, managed by SCAQMD, approximately 2 miles east of the project site. The predominant wind direction at this station is out of the southwest at 5.2 miles per hour (or 2.32 meters per second) over the course of the year, but this pattern varies by season. The predominant wind direction in the winter is out of the northeast and southwest at 5.7 miles per hour (or 2.54 meters per second), while the predominant wind direction in the summer is out of the southwest at 4.7 miles per hour (or 2.10 meters per second) (SCAQMD 2024).

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants are used to indicate the ambient air quality. A brief description of key criteria air pollutants in the Basin is provided below, along with a summary of emission source types and health effects (Table 3.2-2).

Table 3.2-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	secondary pollutant resulting from reaction of VOC and NO_X in presence of sunlight. VOC emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	irritation of upper respiratory tract, increased asthma symptoms	insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and VOC	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Notes: NOx = oxides of nitrogen; VOC = volatile organic compounds.

Source: EPA 2022.

Ozone

Ozone is a component of urban smog and is a photochemical oxidant that is formed when VOC (also known as reactive organic gases [ROG]) and NO_X (both byproducts of the internal combustion engine) react with sunlight. VOC are compounds made up primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOC are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion occurs under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by combining NO and oxygen. In addition to serving as an integral participant in ozone formation, NO_X also directly acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Ozone poses a higher risk to those who already suffer from respiratory diseases (e.g., asthma), children, older adults, and people who are active outdoors. Exposure to ozone at certain concentrations can make breathing more difficult, cause shortness of breath and coughing, inflame and damage the airways, aggregate lung diseases, increase the frequency of asthma attacks, and cause chronic obstructive pulmonary disease. Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (EPA 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 ppb of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 ppb (EPA 2019b).

In addition to human health effects, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. Ozone can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Hydrocarbons (HC) are organic gases that are formed solely of hydrogen and carbon. ROGs include all HC except those exempted by CARB. VOCs are similar to ROGs in that they include all organic gases except those exempted by Federal law. VOCs and ROGs are emitted from incomplete combustion of HC or other carbon-based fuels. Combustion engine exhaust, oil refineries, and oil-fueled power plants are the primary sources of HC. Another source of HC is evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint. Generally speaking, and in this analysis, ROGs and VOCs are used interchangeably to refer to the HC that are a precursor to ozone (O_3) formation. However, because SCAQMD uses VOCs to formulate its thresholds, VOCs are presented herein.

The primary health effects of HC result from the formation of ozone and its related health effects. High levels of HC in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. There are no separate ambient air quality standards for VOC and ROGs. Carcinogenic forms of ROG/VOC are TACs, which are described below. An example is benzene, which is a carcinogen.

Nitrogen Dioxide

NO_2 is formed by the combination of NO and oxygen through internal combustion. Long-term exposure to NO_2 can cause aggregative respiratory diseases, such as asthma, leading to increased hospital admissions (EPA 2019c). Controlled studies demonstrate effects (airway reactivity) among asthmatics at a short-term (less than 3 hours) exposure to 0.3 parts per million (ppm) NO_2. Effects among healthy individuals occurred at high levels of exposure (1.5 to 2 ppm) (McConnell et al. 2002). For reference, the 1-hour CAAQS for NO_2 is 0.18 ppm (see Table 1). In addition to human health effects, NO_2 can reduce visibility and react with water, oxygen, and other chemicals to contribute to acid rain, harming sensitive ecosystems (EPA 2019c).

Carbon Monoxide

CO is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel. In the study area, high CO levels are of greatest concern during the winter, when periods of light winds combine with the formation of ground-level temperature inversions from evening through early morning. These conditions trap pollutants near the ground, reducing the dispersion of vehicle emissions. Moreover, motor vehicles

exhibit increased CO emission rates at low air temperatures. The primary adverse health effect of CO is interference with normal oxygen transfer to the blood, which may result in deprivation of tissue oxygen. Exposure to CO at concentrations above the CAAQS or NAAQS (see Table 1) can also cause fatigue, headaches, confusion, dizziness, and chest pain. Ambient CO has no ecological or environmental effects (CARB 2019).

Particulate Matter

Particulate matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now regulated—inhalable coarse particles, or PM_{10}, and inhalable fine particles, or $PM_{2.5}$. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading. Additionally, the secondary formation of PM, primarily in the form of fine particulate, occurs through the chemical transformation of precursors such as NO_X, SO_2, ammonia, and VOCs.

Particulate pollution can be transported over long distances and may adversely affect humans, especially people naturally sensitive or susceptible to breathing problems. Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease. Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Exposure to PM concentrations above the current ambient air quality standards may result in these health effects (EPA 2019d). Similar to ozone, the elderly and those with preexisting heart and lung diseases are at greater risk of the harmful effects of PM exposure. Children are also at increased risk because they breathe faster than adults and, therefore, inhale more air per pound of body weight and tend to spend more time outdoors. The CAAQS and NAAQS for PM are set to protect these sensitive populations and define the number of particles present in outdoor air without threatening the health of infants, children, or the elderly (CARB 2023) (See Table 3.2-1).

Depending on their compositions, PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (EPA 2022).

MONITORING STATION DATA AND ATTAINMENT DESIGNATIONS

Criteria air pollutant concentrations are measured at several monitoring stations in the Basin. The Fontana-Arrow Highway station, located at 14360 Arrow Highway (CARB site 36197), approximately 2 miles east of the project site, is the closest to the project site. The Fontana-Arrow Highway station monitors ozone, PM_{10}, and $PM_{2.5}$. Table 3.2-3 summarizes the air quality data from the last 3 years with complete data (2021-2023) at the Fontana-Arrow Highway station.

Table 3.2-3 Summary of Annual Data on Ambient Air Quality (2021-2023)

	2021	2022	2023
Ozone			
Maximum concentration (1-hr/8-hr avg, ppm)	0.125/0.104	0.144/0.108	0.131/0.111
Number of days State standard exceeded (1-hr/8-hr)	44/83	44/70	56/77
Number of days national standard exceeded (8-hr)	81	68	74
Fine Particulate Matter ($PM_{2.5}$)			
Maximum concentration (24-hour µg/m^3)	55.1	38.1	103.5
Average concentration (annual µg/m^3)	1012.0	10.8	11.2
Number of days national standard exceeded (24-hour measured)	2	1	1
Respirable Particulate Matter (PM_{10})			
Maximum concentration (24-hour µg/m^3)	73.8	62.4	132.2
Average concentration (annual µg/m^3)	—	30.6	32.1
Number of days State standard exceeded (24-hour measured)	3	6	8
Number of days national standard exceeded (24-hour estimated)	—	0.0	0.0

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million; - = data not available.

CARB and EPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants (Table 3.2-4). CARB and EPA set state and national air quality standards for pollutants such as ozone, PM_{10}, $PM_{2.5}$, and CO. CARB and EPA consider information from air quality monitors, such as monitor data in Table 3.2-3, to determine if a region meets the standard. If a region meets the air quality standard, CARB and EPA will designate that area as attainment, and if the region does not meet the standard, it is designated as nonattainment.

Table 3.2-4 Attainment Status Designations for San Bernardino County Portion of the South Coast Air Basin

Pollutant	National Designation	State Designation
Ozone	Nonattainment - Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment - Serious	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead (Particulate)	Attainment[1]	Attainment

Notes: CO = carbon monoxide; NO_2 = nitrogen dioxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

[1] Note that the Los Angeles County portion of the Basin is nonattainment for the NAAQS lead standard. The remainder of the Basin, including San Bernardino County, is in attainment.

Sources: EPA 2023, CARB 2022.

Toxic Air Contaminants

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel-fueled internal combustion engines emit diesel PM, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data is available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Based on receptor modeling techniques, CARB estimated the average cancer risk associated with diesel PM concentrations in the Basin to be 360 excess cancer cases per million people in the year 2000. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

According to CARB, diesel engine emissions are believed to be responsible for about 70 percent of California's estimated known cancer risk attributable to TACs. Also, diesel PM comprises about 8 percent of outdoor $PM_{2.5}$, which is a known health hazard. As a significant fraction of $PM_{2.5}$, diesel PM contributes to numerous health impacts attributed to particulate matter exposure, including increased hospital admissions, particularly for heart disease, respiratory illnesses, and even premature death. CARB estimates that diesel PM contributes to approximately 1,400 (95 percent confidence interval: 1,100-1,800) premature deaths from cardiovascular disease annually in California. Additionally, exposure to diesel exhaust may contribute to the onset of new allergies; a clinical study of human subjects has shown that diesel exhaust particles, in combination with potential allergens, may be able to produce new allergies that did not exist previously (CARB 2023).

The state periodically updates the California Communities Environmental Health Screening Tool (CalEnviroScreen), which provides a relative ranking of communities based on a selected group of environmental, health, demographic, and

socioeconomic indicators. The resultant score is the relative pollution burden and vulnerabilities in one census tract compared to others; the score does not measure health risk. Each tract's score is then ranked relative to all areas in the state. Those areas with a high score and percentile have relatively high pollution burdens and population sensitivities; those with low scores and percentile values have relatively lower pollution burdens and population sensitivities. Neighborhoods near the project site represent some of the state's highest rankings (e.g., higher relative pollution burden).

The most recent version is CalEnviroScreen 4.0, last updated in October 2021. Based on CalEnviroScreen 4.0, the project area is located within census tract 6071002207, which has a CalEnviroScreen Percentile score of 66th percentile in the state. The 66th percentile score reflects the tract's high level of pollution burden (93rd percentile) and low population characteristics score (40th percentile). With respect to air pollutant exposure, this census tract ranks in the 95th percentile for ozone, 94th percentile for $PM_{2.5}$, and 63rd percentile for diesel PM (OEHHA 2021).

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and, overall, is subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may react differently to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important also to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor, and recognition only occurs with an alteration in the intensity. Odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, and food packaging plants (SCAQMD 2005). None of these odorous land uses are within proximity to the project site.

SENSITIVE RECEPTORS

A sensitive receptor is a person in the population susceptible to health effects due to exposure to an air contaminant. SCAQMD defines sensitive receptor locations as residential, commercial, and industrial land use areas and other locations where sensitive populations may be located. Other sensitive receptor locations include schools, hospitals, convalescent homes, daycare centers, and other locations where children, chronically ill individuals, or other sensitive persons could be exposed (SCAQMD 2005).

Land uses surrounding the project site primarily include a variety of industrial uses. To the north are Arrow Route and several industrial manufacturing, truck rental, and storage uses. Industrial business park land uses are located across Arrow Route to the north. To the east is a stormwater retention basin, a logistics warehouse, manufacturing, industrial office, industrial facility, paved and disturbed areas, driveway aisles, automobile parking, and trailer parking. Etiwanda Creek channel runs north to south on the east side of Etiwanda Avenue, approximately 0.4 miles east of the project site. To the west is a chemical manufacturer and an automobile auction sales lot/salvage yard. Day Creek runs southward approximately 0.25 miles west of the project site. Interstate 15 is located approximately 0.25 miles to the west. To the south is a railway operated by BNSF for freight service and Metrolink for passenger rail service, along with vacant, undeveloped, disturbed land and a Southern California Edison electrical substation.

The closest sensitive receptors include those homes at the Victoria Woods Apartments housing development, which is located approximately 0.4-mile (2,100 feet) northeast of the nearest portion of the project site, at the northeast corner of Arrow Route and Etiwanda Avenue (see Figure 2-2 in Chapter 2, "Project Description"). Additionally, there are sensitive receptors along the routes that trucks would take between the project site and regional destinations, including residences, parks, and schools along Etiwanda Avenue, Foothill Boulevard, Arrow Route, Milliken Avenue, 4th Street, and 6th Street. The location of other nearby sensitive land uses is shown in Figure 2-2 in Chapter 2, "Project Description."

3.2.3 Environmental Impacts and Mitigation Measures

The methodology for identifying construction- and operations-related emissions and evaluating the human health effects of these emissions is presented below.

METHODOLOGY

Mass Criteria Pollutant Emissions

Construction of the proposed warehouse complex would generate emissions of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ that could result in short-term impacts on ambient air quality. Sources of construction-related emissions include off-road equipment exhaust, as well as exhaust and road, brake wear, and tire wear fugitive dust (PM_{10} and $PM_{2.5}$) associated with employee vehicles, haul trucks, and material delivery trucks. Exhaust emissions from construction activities would vary daily as construction activity levels change. The use of construction equipment onsite would result in localized exhaust emissions.

Construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program (CAPCOA 2023) using a combination of project-specific data and model defaults. Construction modeling was based on project-specific information regarding building uses and sizes, construction equipment, construction schedule, and grading truck trips.). Construction activities are assumed to occur during daytime hours only, with some concrete truck pours occurring at night. No construction activities were assumed to occur on weekends.

For purposes of this analysis, construction is expected to begin in early 2026 and is anticipated to conclude in October 2027. The project would be built in phases that are expected to occur sequentially and not overlap. Table 3.2-5 summarizes the construction schedule based on project plans used in the CalEEMod model to estimate construction emissions. This construction schedule represents the "worst-case" analysis scenario should construction occur any time after the respective dates, because emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The site-specific construction fleet may vary due to specific project needs at the time of construction.

Table 3.2-5 Construction Schedule

Phase	Estimated Start	Estimated Finish	Working Days
Demolition and Site Clearing	January 2026	January 2026	20
Grading and Excavation	January 2026	February 2026	30
Building Construction and Infrastructure Improvements	February 2026	May 2027	320
Concrete Imports	February 2026	March 2026	25
Paving	May 2027	July 2027	55
Architectural Coating	July 2027	October 2027	55

Source: Provided by BTC III Arrow Route CC, LP, 2023; adapted by Ascent in 2025.

Table 3.2-6 summarizes the equipment list and activity assumptions provided by the project applicant. As shown, all but one piece of equipment would be equipped with Tier 4 (Final) engines.

Table 3.2-6 Construction Equipment Assumptions

Phase Name	Equipment Type	Engine Tier	Quantity	Hours of Use Per Day	Horsepower
Demolition and Site Clearing	Rubber Tired Dozers	Tier 4 Final	2	8	367
	Excavators	Tier 4 Final	3	8	36
	Concrete/Industrial Saws	Tier 4 Final	1	8	33
Grading and Excavation	Graders	Tier 4 Final	1	8	148
	Excavators	Tier 4 Final	2	8	36

	Tractors/Loaders/Backhoes	Tier 4 Final	2	8	84
	Scrapers	Tier 4 Final	2	8	423
	Rubber Tired Dozers	Tier 4 Final	1	8	367
Building Construction and Infrastructure Improvements	Forklifts	Tier 4 Final	3	8	82
	Generator Sets	Fleet Average	1	8	14
	Cranes	Tier 4 Final	1	7	367
	Welders	Tier 4 Final	1	8	46
	Tractors/Loaders/Backhoes	Tier 4 Final	3	7	84
Concrete Imports			No equipment		
Paving	Pavers	Tier 4 Final	2	8	81
	Paving Equipment	Tier 4 Final	2	8	89
	Rollers	Tier 4 Final	2	8	36
Architectural Coating	Air Compressors	Tier 4 Final	1	6	37

Source: Equipment list, engine tier, and equipment quantity Provided by BTC III Arrow Route CC, LP, 2023; adapted by Ascent in 2025.

Construction emissions for worker vehicles traveling to and from the project site and vendor trips (construction materials delivered to the project site) were estimated based on information from the applicant and the CalEEMod model. This analysis assumes there would be 450 haul truck trips would remove 8,000 tons of materials during the grading and excavation phase, 80 truck trips to import 800 CY of building materials during construction, and 6,410 truck trips to import 41,600 CY of concrete during construction as well. Default worker (18.5 miles), vendor (10.2 miles), and haul truck (20 miles) trip lengths were assumed, The concrete patch plant is located three miles away from the project site, so a three mile trip length was used for the concrete imports. CalEEMod defaults for the number of vendor trips were assumed and 600 daily work trips was used as the proposed project would have a max of 300 onsite workers.

Based on the proposed site plan, it was assumed that 35 acres of paving would be required. For architectural coatings, CalEEMod default assumptions regarding the number of coatings applied and the VOC content of 100 grams per liter (g/L) for non-residential interior and exterior uses and parking were assumed.

Specific model assumptions and inputs for these calculations can be found in Appendix B.

Operations

Operational emissions of criteria air pollutants and precursors were estimated using project-specific information, where available, and default values in CalEEMod based on the project's location and land use. Emissions associated with area sources, energy, water, wastewater, and solid waste were estimated within the CalEEMod computer program based on the project's land use square footage and project-specific information the applicant provided. Emissions associated with yard equipment and truck and worker trips were estimated outside of CalEEMod using trip generation and VMT data provided by the project applicant, along with emission factors from CARB's EMFAC 2021 model as well as yard equipment assumptions developed for the proposed project based on relevant guidance from SCAQMD and CARB.

Specific assumptions for these emissions sources are provided below.

Area Sources and Energy

Area and energy emissions were estimated using CalEEMod defaults for the project's land uses. Area sources include consumer products, architectural coatings associated with periodic painting, and emissions from landscaping equipment. Energy sources typically include emissions associated with natural gas consumption for space and water heating, but the project does not include any natural gas infrastructure.

Trucks and Workers

Truck and worker trip and VMT information was obtained from the transportation analysis (see Section 3.13, "Transportation," and Appendix I). Truck and worker average daily trips and average daily VMT are summarized in

Table 3.2-7. The proposed warehouse complex would generate 272 heavy-duty trips, 102 medium-duty trucks, 76 light-duty trucks, and 1,752 light-duty automobile trips per day.

Table 3.2-7 Vehicle Trip Assumptions

Vehicle Type	Average Daily Trips	Average Daily VMT
Light-Duty Autos	1,752	28,529
Light-Duty Trucks	76	2,686
Medium-Duty Trucks	102	2,906
Heavy-Duty Trucks	272	15,186
Total	**2,202**	**49,307**

Source: Fehr & Peers Transportation Analysis (Appendix I).

The truck emission factors are based on the same vehicle splits used in SCAQMD's WAIRE calculation sheets. All project-generated heavy-duty trucks are assumed to be Class 8 trucks, and the same EMFAC categories (HD Trucks: T7 CAIRP, T7 NNOOS, T7 NOOS, T7 POLA, T7 Tractor) used in SCAQMD 's WAIRE calculation sheets are assumed. Additionally, all project-generated medium-duty trucks are assumed to be Class 4-7 trucks, and the same EMFAC categories (T6 CAIRP (Heavy & Small), T6 Instate (Heavy & Small), T6 OOS (Heavy and small) used by SCAQMD are assumed. Emission factors for light-duty automobiles and light-duty trucks are based on a weighted average of light-duty auto (LDA), light-duty truck 1 (LDT1), and light-duty truck 2 (LDT2) emission rates from EMFAC, similar to the vehicle split used in CalEEMod (e.g., LDA = 25 percent, LDT1 = 50 percent, LDT2 = 25 percent). Fugitive PM_{10} and $PM_{2.5}$ dust from travel on paved roads are estimated using regionally specific emission factors from CARB's *Miscellaneous Process Methodology 7.9, Entrained Road Travel, Paved Road Dust* (CARB 2021) and added to the EMFAC2021 emission factors for PM_{10} and $PM_{2.5}$. All emission factors are based on an operational year of 2026.

Yard Equipment

Warehouse uses typically include various pieces of equipment to handle cargo. As discussed in Chapter 2, "Project Description," 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. However, for purposes of analysis, this analysis in this EIR is based on the proposed building floor area described in the described in Chapter 2, "Project Description," as follows:

- High-Cube Fulfillment Center (non-sorting): 63 percent of warehouse building floor area,
- General Warehouse: 27 percent of warehouse building floor area, and
- High-Cube Cold Storage Warehouse: 10 percent of warehouse building floor area.

Based on a review of guidance and public comments from both SCAQMD and CARB, this analysis assumes there would be yard trucks (or yard tractors), forklifts, and transport refrigeration units (TRUs) associated with project operation within each warehouse area. Given the lack of specifics regarding the specific type of warehouse uses that occupy the proposed buildings and the type of equipment used, activities related to warehouse equipment were developed based on guidance and public comments from SCAQMD and CARB. The specifics for each equipment type are provided below.

- Yard Trucks: Assumptions for yard trucks are based on SCAQMD's assumption that there are 3.6-yard trucks per million square feet of warehouse space (SCAQMD 2014). Based on the proposed project's 1,154,131 square feet of warehouse building area, 5-yard trucks are assumed to be active on a given day. Yard truck size and age are based on default data from CARB, which states that the average industrial yard truck (termed a "yard goat" in CARB documents) is 177.1 horsepower with an average model year of 2010 (as of 2026). As for activity, it was assumed that yard trucks could operate on-site for 3.2 hours per day based on the average usage calculated in EMFAC. Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and yard goat hours per year. It was assumed that all yard trucks would be diesel-powered.
- TRUs: This analysis assumed each cold storage truck would include one TRU. Based on the transportation analysis (See Section 3.13, "Transportation," and Appendix I), there would be 257 cold storage truck trips and 129 cold

storage trucks per day, and each cold storage truck would be equipped with a TRU. TRU size and age are based on default data from the CARB TRU methodology, which states that the average TRU is 33.7 horsepower and 4.3 years of age (CARB 2021). Based on this information, assuming a 2026 operational year, the average TRU was assumed to be model year 2021. As for activity, it was assumed that TRUs could operate on-site for 4 hours per day, based on CARB's public review comments on a recent warehouse project with cold storage uses (CARB 2024b). Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and TRU hours per year (based on 129 TRUs and 4 hours each TRU per day). It was assumed that all TRUs would be diesel-powered.

- Forklifts: Assumptions for forklifts are based on SCAQMD's assumption that there are 0.12 forklifts on average per thousand square feet of warehouse space. Based on the project's proposed project's 1,214,131 square feet of warehouse building area, 139 forklifts are assumed to be active on a given day. Forklift size and age are based on default data from CARB for activity. It was assumed that forklifts could operate on-site for 3.8 hours per day based on the average daily usage calculated in EMFAC. Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and industrial forklift hours per year (based on 139 forklifts and 3.8 hours each forklift per day). In terms of fuel, it was assumed that the forklift mix would be identical to the CARB default composition in EMFAC, which is assumed to be a mixture of diesel (30 percent of the fleet), gasoline (23 percent of the fleet), and propane (47 percent of the fleet) forklifts.

As noted in Section 2.10 of Chapter 2, "Project Description," Buildings 2, 4, and 5 are anticipated to operate 80 hours per week, while Buildings 1 and 3 are anticipated to operate 24 hours a day, seven days a week. seven days a week. Since Buildings 1 and 3 comprise the majority of building floor area, this analysis assumed that all equipment would be active 365 days per year (seven days per week, 52 weeks per year). Equipment assumptions are summarized in Table 3.2-8. Specific model assumptions and inputs for these calculations can be found in Appendix B.

Table 3.2-8 Yard Equipment Assumptions

Equipment Type	Model Year	Horsepower	Number per Day	Hours per Day	Fuel
Yard Truck	2010	177	5	3.2	100% Diesel
TRU	2021	33.7	129	4.0	100% Diesel
Forklifts	fleet avg	fleet avg	139	3.8	30% diesel, 23% gasoline, 47% propane

Health Risk Assessment

DPM, which CARB classifies as a carcinogenic toxic air contaminant, is the primary pollutant of concern regarding health risks to sensitive receptors. Diesel-powered construction and operational activity would emit DPM that could potentially expose nearby sensitive receptors to pollutant concentrations.

The project site is surrounded primarily by industrial and vacant uses. The closest sensitive receptor locations to the proposed project site are the residents of Victoria Woods Apartments housing development, located approximately 0.4 miles northeast of the nearest portion of the project site at the corner of Etiwanda Avenue and Arrow Route. Additionally, there are sensitive receptors along the routes that trucks would take between the project site and regional destinations, including residences, parks, and schools along Etiwanda Avenue, Foothill Boulevard, Arrow Route, Milliken Avenue, 4th Street, and 6th Street.

Given the project would introduce DPM emissions to an area near existing sensitive receptors, a human health risk assessment (HRA) was performed using EPA's most recent dispersion model, American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD), chronic risk assessment values presented by the Office of Environmental Health Hazard Assessment (OEHHA), as well as assumptions for model inputs from SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2005), and SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act* (October 2020). The HRA focuses on DPM as the TAC of concern. PM_{10} exhaust emissions are used as a surrogate for DPM based on OEHHA guidance. While DPM is a complex mixture of gases and fine particles that includes more than 40 substances listed by USEPA and CARB as HAPs, OEHHA guidance indicates that the cancer potency factor developed to evaluate cancer risks was based on total (gas and PM) diesel exhaust (OEHHA 2001). Note that the HRA considers OEHHA's most recent *Air Toxics Hot*

Spots Program Guidance Manual for the Preparation of Risk Assessments guidance and calculation methods, which was adopted by OEHHA in March 2015 (OEHHA 2015).

The human health risk assessment includes a TAC inventory, air dispersion modeling, and risk calculations. A description of each part follows. The HRA is focused on operations only. The potential impacts of the proposed project's construction-related TAC emissions are analyzed qualitatively.

TAC Inventory

The TAC inventory includes emissions associated with long-term operations, including on-site and off-site truck activity, as well as yard equipment operating on-site. DPM emissions would be associated with diesel-powered equipment and trucks during operations. Emissions associated with employee commutes are not included in the HRA because those primarily occur in gasoline-powered passenger vehicles.

Trucks

The operational DPM inventory is based on the same methodology as the mass emissions analysis for identifying mass daily criteria pollutant emissions, as discussed Section 3.2.3, "Environmental Impacts and Mitigation Measures," under the "Mass Criteria Pollutant Emissions" heading. Emissions of PM_{10} exhaust from medium- and heavy-duty trucks were estimated using published emission factors from EMFAC and the anticipated number of truck trips the project applicant provided. Idle and movement emission factors were compiled from the CARB's EMFAC 2021. Emission factors are based on the same truck types used in SCAQMD's WAIRE calculation sheets.

For modeling purposes, movement on-site assumes each truck would travel from the edge of the project site to the middle of the project site, which was assumed to be 1,200 feet (0.22 miles). For modeling purposes, emissions associated with trucks idling at loading docks assume each of the 200 loading docks are used. The HRA assumes trucks would travel 35 mph off-site on public streets based on the posted speed limits and 5 mph on-site throughout the project area based on the typical travel speed in loading areas. Additionally, each truck was assumed to idle for 15 minutes at the loading docks, consistent with SCAQMD comment letters, suggesting 15 minutes of on-site idling per truck (SCAQMD 2024).

Equipment

The operational DPM inventory is based on the same methodology as the mass emissions analysis for identifying mass daily criteria pollutant emissions, as discussed in Section 3.2.3, "Environmental Impacts and Mitigation Measures," under the "Mass Criteria Pollutant Emissions" heading. Emissions of PM_{10} exhaust from yard equipment were estimated using published emission factors from EMFAC and the estimated yard equipment activity by the project applicant. All yard equipment emissions were assumed to occur on-site within the project boundary.

Air Dispersion Modeling

Dispersion modeling was conducted with the CARB-AERMOD, Version 23132 (EPA 2023). Modeling inputs, including emission rate (in grams per second) and source characteristics (release height, stack diameter, plume width, etc.), were based on guidance provided by OEHHA, SCAQMD, and CAPCOA.

Dispersion modeling was conducted in AERMOD to estimate ground-level TAC concentrations at each receptor location. This approach enabled the output files to be assigned appropriate emission rates and to estimate DPM (PM_{10} exhaust) concentrations and resulting cancer and non-cancer risk levels at each receptor location. Residential, school, and park receptor locations were modeled. The health risk at each sensitive receptor location was estimated to be consistent with the Hotspots Analysis and Reporting Program Version 2 (HARP2) (CARB 2019).

The modeling included all standard regulatory default options, including urban dispersion parameters and local terrain. The following specific parameters were used to perform airborne dispersion modeling and the assessment of health risks related to DPM and welding TAC emissions resulting from project construction, including general AERMOD configuration, meteorological data inputs, and selection of emission sources and receptors.

Meteorological Data

Meteorological data for the dispersion modeling was based on data from the SCAQMD. The representative meteorological station was assumed to be the Fontana station, approximately 2.1 miles west of the project site. This site was chosen because it is at a similar elevation, a similar distance from the coast, and has similar surrounding land uses as the project site (i.e., densely urbanized).

Receptor Grid

A receptor grid with 50-meter spacing was placed in the areas surrounding the proposed project site per SCAQMD guidance, extending to approximately 1,500 meters (1 mile) beyond the project site boundary. The receptor grid was placed to estimate the level of cancer risk and to determine whether residents, children at schools, and recreational users at parks would be exposed to excessive concentrations of DPM. All receptors in the analysis used a 0-meter receptor height (i.e., ground level). Receptors were separated into residential, school, and park uses.

Terrain

The dispersion modeling analysis also included terrain data to accurately assess impacts in three dimensions. The terrain data for the analysis consisted of the US Geological Survey's (USGS) National Elevation Dataset (NED) data, downloaded in AERMOD for the project area.

Dispersion Coefficient

The urban dispersion coefficient was selected in AERMOD based on the characteristics of land uses within the project area and surrounding area, a mix of high density of industrial and urban uses. These land uses typically have lower vegetation and higher hardscape (asphalt or concrete) conditions than rural areas. The urban dispersion coefficient accounts for the effects of increased nighttime surface heating from an urban area on pollutant dispersion under stable atmospheric conditions. The nighttime surface heating is due to the urban heat island effect, in which structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forest or agricultural lands. In other words, even at nighttime, urban surfaces release heat, resulting in some mixing compared to rural areas. This effect depends on several factors but has been parameterized in AERMOD as a function of the urban population and the surface friction velocity. When selecting the urban dispersion option, AERMOD requires the input of population data. The population was set at 2,035,210 to represent the approximate population of San Bernardino County (SCAQMD 2023).

Source Parameters

This HRA focuses on truck emissions on surface streets near and within the project site. Source parameters are based on guidance from the SCAQMD and EPA (SCAQMD 2008, EPA 2021).

Truck travel on surface streets was represented as a line of adjacent volume sources, with a 6.8-meter plume height and 3.4-meter release height, and a 12.6-meter plume width to account for the multiple travel lanes. Assumptions are based on a 4-meter truck travel height and a 3.3-meter travel lane (EPA 2021). Truck travel on-site within the project boundary was represented as a line of Separated 2W line volume sources, with a 6.8-meter plume height, 9.3-meter plume width, and a 3.4-meter release height. The plume width assumes travel is within a single travel lane. Truck travel on surface streets was represented as a line of adjacent volume sources, with the same 6.8-meter plume height and 3.4-meter release height but a 12.6-meter plume width to account for the extra travel lanes. Assumptions are based on a 4-meter truck travel height and a 3.3-meter travel lane.

Truck idling at loading docks was represented as separated line volume sources with a plume height of 6.8 meters, plume width of 2.6 meters, and release height of 3.4 meters (EPA 2021). The modeling includes one string of line volume sources for each string of loading docks. Onsite equipment such as TRUs, forklifts, and yard trucks was modeled as an area polygon source encompassing the entire project area, with a release height of 1.8 meters, an initial lateral dimension of 3.16 meters, and an initial vertical dimension of 1 meter, consistent with the release parameters used in SCAQMD's *Localized Significance Threshold Methodology* (SCAQMD 2008).

Risk Calculations

Consistent with EPA, CARB, and SCAQMD guidance, the HRA examines cancer and noncancer (chronic) exposure to the surrounding community and uses OEHHA's and SCAQMD guidance on risk calculations (OEHHA 2015, SCAQMD 2020). Health risk calculations were conducted in accordance with guidance from the SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act* and OEHHA's *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments* (OEHHA Guidelines) (SCAQMD 2020, OEHHA 2015).

Estimating health risks has three components: 1) Exposure Assessment, 2) Dose-Response Assessment, and 3) Risk Characterization. Each of these components is described in further detail below.

Exposure Assessment

Cancer risk exposure factors are discussed below and are summarized in Table 3.2-9. A discussion of the key variables is provided below.

Table 3.2-9 Cancer Risk Exposure Factors by Age Group and By Receptor Type

Parameter	Abbr.	Residential				School	Park	
		3rd Trimester	0<2	2<16	16>30	2<16	0<2	2<16
Daily Breathing Rate (mg/kg/day)[a]	DBR	361	1,090	572	261	640	1,200	640
Inhalation Absorption Factor (unitless)	A	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Exposure Frequency (unitless)[b]	EF	0.96	0.96	0.96	0.96	0.16	0.08	0.08
Conversion Factor (µg to mg, L to m^3)	CF	1.00E-06	1.00E-06	1.00E-06	1.00E-06	1.00E-06	1.00E-06	1.00E-06
Age Sensitivity Factor (unitless)[c]	ASF	10	10	3	1	3	10	3
Exposure Duration (years)	ED	0.25	2	14	13.75	14	2	7
Averaging Time for Lifetime (years)[d]	AT	70	70	70	70	70	70	70
Fraction of Time at Home (unitless)[e]	FAH	0.85	0.85	0.72	0.73	n/a	1.0	1.0
Adjustment Factor (unitless)[f]	AF	n/a	n/a	n/a	n/a	1.0	n/a	n/a
Cancer Conversion Factor (unitless)[g]	CCF	1.00E+06	1.00E+06	1.00E+06	1.00E+06	1.00E+06	1.00E+06	1.00E+06
Cancer Potency Factor (mg/kg/day)-1	CPFh	1.1	1.1	1.1	1.1	1.1	1.1	1.1

[a] For residential, OEHHA Table 5.7, 95th percentile for 3rd Tri and 0<2, 80th percentile all other age groups. For park and school, OEHHA Table 5.8, 95th percentile, moderate activity for 0<2, 2<9, and 2<16.

[b] Residential exposure based on 350 days per year. School exposure duration based on 180 days per year and 8 hours per day. Park exposure based on 350 days per year and 2 hours per day. These receptor types used the same approach as the residential analysis, but adjustments to the exposure duration for each were necessary because residential analysis is based on daily exposure of 24 hours.

[c] OEHHA 2015, Table 8.3.

[d] Averaging time is always 70 years, as defined by OEHHA, as this is the assumed average lifespan. Exposure duration (30 years for differs , 24 years for schools, 9 years for parks) differs for averaging time in that exposure duration defines a person's timeframe at a given location (at a specific home, at a specific school), whereas averaging time definitely a person's expected lifetime.

[e] FAH includes because no school receptors are within the 1 in a million isopleth. School and park analysis used the same approach as the residential analysis. A value of 1.0 is used for school and park uses.

[f] Adjustment factor not included because project sources operate 24 hours per day.

[g] Conversion factor used to convert cancer risk to chances per million.

Source: OEHHA 2015.

Pathways

Exposure to TACs can occur through various pathways, including inhalation and non-inhalation pathways (e.g., soil ingestion, mother's milk ingestion, and homegrown produce ingestion). For DPM, only the inhalation pathway is evaluated.

Scenarios

This HRA estimated cancer risk and chronic (non-cancer) risk at sensitive receptor locations, including residents, children at schools, and children at parks. Cancer is defined as the probability of developing cancer if a person were exposed continuously to a TAC over a 70-year lifetime.

For residential receptors exposed to operations, the approach assumes a maximum 30-year exposure duration at an individual residential location. This exposure duration represents the residency time for 90 to 95 percent of Californians at a single location and should provide adequate public health protection against individual risk (OEHHA 2015). For parks, exposure factors for children were selected since they are health-protective by accounting for increased sensitivity to carcinogens during early-in-life exposure. Although patrons of parks include the elderly or other individuals sensitive to toxic exposures, using exposure factors for children would result in the most conservative analysis for any park patron. For schools, exposure factors for children were selected based on OEHHA guidance, which is health-protective by accounting for increased sensitivity to carcinogens during early-in-life exposure.

Health risk impacts were evaluated for residents, children at schools, and children at parks within half a mile of the project area to account for truck travel away from the project site. In accordance with OEHHA guidelines, residential cancer risk was based on a 30-year exposure duration, beginning in the third trimester of pregnancy. For children at schools, an exposure duration of 14 years beginning at age two was assumed. For children at parks, an exposure duration of 9 years, beginning at birth, was assumed.

Dose-Response Assessment

Dose-response assessment characterizes the relationship between exposure to an agent (i.e., DPM) and the incidence of an adverse health effect in exposed populations (OEHHA 2015).

When evaluating cancer risk, the dose-response relationship is expressed using a potency slope and can be referred to as a cancer potency factor (CPF). CPFs are used to assess the probability of risk of cancer associated with exposure to a carcinogen. CPFs represent the 95th percent upper confidence limit of the dose-response curve and are expressed as inverse dose in units of milligrams per kilogram body weight per day [mg/kg/day]-1). According to the OEHHA Guidelines, "cancer risk is proportional to dose, and there is no threshold for carcinogenesis," meaning there is no safe level of exposure to carcinogens and some increment of risk even at very low exposures. CARB and OEHHA have established a CPF for DPM and other TACs. These CPFs are embedded in the HARP model and associated risk factors.

Reference exposure levels (RELs) are used to evaluate health impacts related to non-carcinogens. RELs are the concentration (µg/m^3) at which no adverse non-cancer health effects are anticipated for the specified exposure duration (OEHHA 2015). Unlike carcinogens, non-cancer TACs are assumed to have thresholds for adverse effects. In other words, adverse health effects would not occur until TAC levels have reached or exceeded a certain concentration (i.e., threshold) and/or dose (OEHHA 2015).

Risk Characterization

Cancer Risk

Excess lifetime cancer risks are conservatively estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a result of exposure to potential human carcinogens. The estimated cancer risk is expressed as a unitless probability but can be contextualized as the estimated probability an individual has of developing cancer per one million people exposed. Further, the risk estimates generated by the analysis should not be interpreted as the expected cancer rate in the exposed population but rather as estimates of the potential for cancer based on current knowledge and assumptions.

Cancer risk is based on exposure to DPM emissions for this analysis. For DPM, per OEHHA (2015), the inhalation pathway is the only pathway for DPM exposure, and the Risk Management Policy (RMP) approach was used in the calculations for residential cancer risk (CARB 2015, SCAQMD 2020). The RMP approach uses the 95th percentile (high-end) breathing rates for women in their 3rd trimester of pregnancy and 0 to 2 age groups, and it uses the 80th percentile breathing rates for all other age groups. When evaluating risk to children at schools and parks, the analysis conservatively used the 95th percentile breathing rates to account for activities of moderate intensity.

Cancer risk attributed to DPM is calculated by multiplying the chemical dose at the inhalation boundary (e.g., lungs) by the CPF. Cancer risk is calculated using the appropriate daily breathing rates, age sensitivity factors, and exposure durations for each age group. The cancer risk calculated for individual age groups is summed to estimate the total cancer risk for each receptor.

Residential exposure duration is based on 350 days per year and 24 hours per day. School exposure duration is based on 180 days per year and 8 hours per day. Park exposure duration is based on 350 days per year and 2 hours per day. Consistent with OEHHA guidance (OEHHA 2015), an adjustment factor for school and park receptors was omitted because operational emission sources were assumed to operate 24 hours per day.

Chronic and Acute Non-Cancer Hazard

OEHHA has developed reference exposure levels (RELs) to determine potential non-cancer health impacts from TACs. An REL is the concentration at which no adverse non-cancer health effects are anticipated. RELs incorporate uncertainty factors to help ensure that they are protective for nearly all individuals, including sensitive populations (OEHHA 2015).

Individual TACs can affect multiple organ systems (e.g., respiratory, cardiovascular, reproductive) and Hazard Quotient is calculated for each organ system. When multiple TACs are being evaluated, the sum of the HQs of all TACs emitted that affect the same target organ is termed the Hazard Index (HI). RELs have been developed for a number of TACs, exposure pathways, and exposure durations including acute, 8-hour, and chronic.

THRESHOLDS OF SIGNIFICANCE

The City has not adopted Citywide significance thresholds for evaluating air quality impacts in CEQA documents. The State CEQA Guidelines (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. The *SCAQMD CEQA Air Quality Handbook* (SCAQMD 1993) contains criteria for evaluating significant impacts for individual projects. Appendix G of the State CEQA Guidelines also provides considerations for determining the significance of a project's impacts in the form of initial study checklist questions. Given SCAQMD's regulatory role in the Basin, the significance thresholds and analysis methodologies established by SCAQMD are used by the City for this Draft EIR to determine air quality impacts. The significance thresholds and analysis methodologies outlined in SCAQMD's *CEQA Air Quality Handbook* and *Localized Significance Threshold Methodology for CEQA Evaluations* (SCAQMD 2008) guidance documents were used in evaluating project impacts.

CEQA Guidelines Appendix G provides the following sample checklist questions for addressing air quality impacts of a project and asks whether a project would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- 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.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA-related air quality thresholds of significance are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health.

In consideration of the nonattainment status of the Basin with respect to the NAAQS and CAAQS, SCAQMD has identified numerical thresholds for project-generated emissions of ozone precursors that would determine whether a project's emissions would result in a cumulative, regional contribution (i.e., significant) to the baseline nonattainment status of the Basin (SCAQMD 2023). SCAQMD's quantitative thresholds of significance for project-level CEQA evaluation may be used to determine the extent to which a project's emissions of ozone precursors would contribute to regional degradation of ambient air quality within the Basin.

For localized emissions, SCAQMD has developed localized significance thresholds (LSTs) and mass rate look-up tables to help public agencies analyze the project-related effects of pollutants on nearby receptors. The LSTs are based on the size or total area of the emissions source, the ambient air quality in each source receptor area (SRA) where the emissions sources are located, and the distance to nearby sensitive receptor locations.

The project site encompasses 72.6 acres within the Central San Bernardino Valley area (SRA 34) of SCAQMD's San Bernardino Valley General Forecast Area. The proposed project involves building and operating a new warehouse and distribution complex.

For the purposes of this EIR, construction activities are assumed to take approximately 22 months to complete. LSTs are based on the potential area disturbed on any given day and in any portion of the site (i.e., at the edge of the site near adjacent receptors). The maximum acreage in the LST lookup tables is for a 5-acre site. As noted above, the closest residences are 0.4 mile (645 meters) northeast of the project site. For analysis purposes, this distance is assumed to be 500 meters, the highest distance provided in the LST lookup tables. Thus, the LST analysis for construction assumes 5 acres is disturbed per day and a 500-meter receptor distance to receptors.

For operations, activity will be distributed throughout the entire 72.6-acre project site. Thus, the LST analysis is based on the acreage of the entire project area. The maximum allowed acreage within the LST methodology of 5 acres is utilized for the operational analysis. Similar to the construction analysis, the receptor distance is assumed to be 500 meters. SCAQMD regional mass emissions and localized significance thresholds are summarized in Table 3.2-10.

Table 3.2-10 SCAQMD Significance Thresholds (Pounds per Day)

	VOC[a]	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2	Pb[b]
Regional Mass Emissions							
Construction	75	100	550	150	55	150	3
Operations	55	55	550	150	55	150	3
Localized Significance Thresholds							
Construction (SRA 34, 5-acre site, 500-meter receptor distance)[c]	—	778	27,680	229	120	—	—
Operations (SRA 34, 5-acre site, 500-meter receptor distance)[d]	—	78	27,680	55	29	—	—

[a] ROGs and VOCs are used interchangeably to refer to the hydrocarbons that are a precursor to O_3 formation. However, because SCAQMD uses VOCs to formulate its thresholds, VOCs are presented herein.

[b] The proposed project would result in no lead emissions during construction or operations, so lead emissions are not evaluated.

[c] Localized thresholds for construction are based on a 5-acre project site and 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

[d] Localized thresholds for operations are based on a 5-acre project site and 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Source: SCAQMD 2009, 2023.

Using federal and State guidance pertaining to TACs, SCAQMD developed cancer risk thresholds for TAC exposure. Unlike criteria air pollutants, there are no known safe concentrations of TACs. Moreover, TAC emissions contribute to the deterioration of localized air quality because of the dispersion characteristics of TAC emissions that do not cause regional-scale air quality impacts. SCAQMD thresholds are designed to ensure that a source of TACs does not contribute to a localized, significant impact to existing or new receptors.

The SCAQMD states that emissions of TACs are considered significant if an HRA shows an increased risk of greater than 10 in 1 million (SCAQMD 2023). Based on guidance from SCAQMD in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD 2003) and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD 2017) documents, as well as SCAQMD's threshold table (SCAQMD 2023), for the purposes of this analysis, an impact would be significant if a source exposes sensitive receptors to TAC concentrations that result in an incremental increase in cancer risk greater than 10 in one million and/or a noncarcinogenic hazard index of 1.0 or greater.

Therefore, for purposes of this Draft EIR, the proposed project would result in a significant air quality impact if it would:

- conflict with or obstruct implementation of SCAQMD's AQMP;
- generate construction and operational emissions in exceedance of SCAQMD's mass emission thresholds shown in Table 3.2-10;
- generate construction and operational emissions in exceedance of the SCAQMD's localized significance thresholds shown in Table 3.2-10;
- expose sensitive receptors to TAC concentrations that result in an incremental increase in cancer risk greater than 10 in one million and/or a noncarcinogenic hazard index of 1.0 or greater; or
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Conflict With or Obstruct Implementation of the Air Quality Management Plan

The proposed project would be consistent with the assumptions in the AQMP because the project would be consistent with the land use designations in the City's General Plan and other relevant goals and policies. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP. This impact would be **less than significant**.

The San Bernardino County portion of the Basin is in nonattainment for ozone and $PM_{2.5}$ with respect to the NAAQS and CAAQS, and PM_{10} relative to the CAAQS. As a result, SCAQMD is required to develop a plan to achieve and maintain the federal and State standards by the earliest practicable date. The 2022 AQMP is designed to reduce air pollution emissions and meet ozone standards by 2037. The 2022 AQMP builds upon measures already in place from previous AQMPs, and includes a variety of additional strategies, such as regulations, accelerated deployment of available cleaner technologies, best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

The governing land use document relevant to the project site is the City's General Plan. Therefore, projects that propose development consistent with the growth anticipated in the City's adopted General Plan are considered consistent with the AQMP.

The proposed project would involve the construction and operation of a warehouse complex on a project site located within the Neo-Industrial Employment District and the Industrial Employment District land use designations of the Rancho Cucamonga General Plan (City of Rancho Cucamonga 2021). As described in Section 3.10.3, "Land Use and Planning," the proposed project's uses are allowable uses in the Neo-Industrial Employment District and the Industrial Employment District land use designations.

Additionally, the proposed project would support the relevant goals and policies within the City's General Plan. For instance, Policy RC-5.1 aims to minimize increases of new air pollutant emissions in the city, while Policy RC-5.5 aims to ensure new development does not disproportionately burden residents due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location. Additionally, Goal RC-7 aims to build an energy-efficient community that relies primarily on renewable and non-polluting energy sources, including various policies to support and implement the development and use of renewable energy and building and transportation electrification.

The project would include various measures generally consistent with the City's General Plan. The proposed project would be consistent with Policy RC-7.4, "Passive Solar Design" and would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area). The proposed project would also be consistent with Policy RC-7.2, "New EV Charging" by installing EV chargers at automobile parking stalls. Additionally, the proposed project would be consistent with Policy RC-7.7, "Sustainable Design" by installing LED lighting, low-flow plumbing fixtures, and drought-tolerant landscaping. The roofs of each proposed building would have a solar reflective value of 78 or greater. Approximately 3 percent of each building's roof area would be skylights. Each of the proposed buildings would include electrical room space oversized by 25 percent

(relative to the size needed to accommodate the project as proposed) to accommodate future expansion of electric vehicle charging capability on the project site. Moreover, the proposed project would not include natural gas service.

The project applicant intends to seek Leadership in Energy and Environmental Design® (LEED) Silver certification for the proposed project. Project features that would meet LEED Silver certification requirements include:

- Reduce outdoor water consumption to levels at least 25 percent beyond minimum code requirements; and
- Reduce installed interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below minimum requirements of the California Building Energy Code (2022).

The proposed project would comply with RCMC Chapter 17.50, Implementation of Green Building Code. As such, new buildings shall comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the planning director and as required by the California CALGreen Building Code. The proposed project would use refrigerants with a lower global warming potential relative to R-410a, which has a GWP of 2,087.5, including R-454b or R-32, which have GWP of 465.39 and 675, respectively.

The project and its features are consistent with SCAQMD efforts to reduce emissions Basin-wide. The facility will include clean technology utilizing solar and would meet LEED Silver certification. The building would be all-electric, and no natural gas would be consumed as part of operations. The facility includes roof-mounted solar panels and EV charging, with additional electrical room space to allow for future expansion of charging.

Therefore, because the proposed project would be consistent with the land use designations in the General Plan and other relevant policies and goals, the proposed project is consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which has been crafted to bring the Basin into attainment status for all nonattainment pollutants and precursors thereof. Accordingly, the proposed project would not conflict with or obstruct the implementation of the applicable air quality plan. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.2-2: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Thresholds

Proposed project construction activities would generate criteria pollutant emissions that exceed SCAQMD regional construction-period thresholds for VOC, and proposed project operations would exceed SCAQMD regional operations-period thresholds for VOC, NOx, and CO. Therefore, this impact is **significant**. Implementation of Mitigation Measures 3.2-2a through 3.2-2d would substantially lessen construction and operational emissions to a level below SCAQMD regional construction and operational thresholds. Therefore, this impact would be considered **less than significant** after mitigation.

The proposed project would generate criteria pollutant emissions from construction and operations, which are analyzed below.

Construction

Construction of the proposed warehouse complex would generate short-term VOC, NO_X, CO, PM_{10}, $PM_{2.5}$, and SO_2 emissions. Criteria air pollutants and precursors would result from off-road equipment, material delivery, hauling trips, worker commute trips, and other activities (e.g., application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated with the site preparation, grading, and demolition phases. PM_{10} and $PM_{2.5}$ are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, VOC and NO_X, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of VOC. Emissions of all criteria pollutants are below SCAQMD regional construction thresholds except for VOC (Table 3.2-11).

Table 3.2-11 Estimated Unmitigated Construction Emissions (Mass Regional Pounds Per Day)

Construction Phase	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Year 2026						
Demolition	<1	8	21	12	2	<1
Grading	1	5	36	3	1	<1
Building Construction	2	5	37	4	1	<1
Concrete Imports	<1	<1	<1	<1	<1	<1
Maximum Daily 2026	**2**	**8**	**37**	**12**	**2**	**<1**
Year 2027						
Building Construction	2	5	35	4	1	<1
Paving	<1	2	12	<1	<1	<1
Architectural Coating	206	1	14	3	1	<1
Maximum Daily 2027	**206**	**5**	**35**	**4**	**1**	**<1**
Maximum Daily Overall	**206**	**8**	**37**	**12**	**2**	**<1**
SCAQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

Source: Modeled by Ascent in 2025.

The exceedance of the VOC threshold is due primarily to the architectural coatings phase of construction. SCAQMD regional construction thresholds are intended to maintain or achieve attainment designations in the Basin with respect to the CAAQS and NAAQS. Thus, because the project exceeds the VOC threshold prior to mitigation, it would impede attainment of the region's standards during construction.

Operations

Project operations would generate long-term operational emissions of VOC, NO_X, CO, PM_{10}, $PM_{2.5}$, and SO_2. Criteria air pollutants and precursors would result from mobile-source emissions related to vehicle trips to and from the project site, trucks traveling within the project site, trucks idling at the loading docks, equipment operating onsite to handle and move cargo, area sources associated with landscaping equipment, periodic painting of building and parking areas, and using consumer products. Modeling was conducted using project-specific information, including building size and types, truck trips and fleet mix, worker trips, and utility and energy consumption along with model defaults, as described in Section 3.2.3, "Environmental Impacts and Mitigation Measures."

The project would result in VOC, NOx, and CO emissions that would exceed SCAQMD mass regional operational thresholds (Table 3.2-12). For VOC, the majority of emissions are from TRUs (66 pounds per day) and area sources (38 pounds per day). For area sources, the majority of emissions (26 pounds per day) are from consumer products, while the remainder are from landscaping equipment (9 pounds per day) and architectural coatings (9 pounds per day). For NOx, the majority of emissions are from forklifts (69 pounds per day), TRUs (42 pounds per day), and heavy-duty truck travel (61 pounds per day). For CO, the majority of emissions are associated with forklift operations (953 pounds per day).

Table 3.2-12 Estimated Unmitigated Operational Emissions (Mass Regional Pounds Per Day)

Emissions Source	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Area	38	<1	53	<1	<1	<1
Energy	—	—	—	—	—	—
Medium Duty Trucks	<1	6	1	2	1	<1
Heavy Duty Trucks	1	61	8	15	5	1
Workers	7	8	95	22	6	<1
Yard Trucks	1	8	3	<1	<1	<1

Emissions Source	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
TRUs	66	42	7	<1	<1	<1
Forklifts	6	69	953	1	<1	<1
Maximum Daily	**118**	**193**	**1,120**	**41**	**12**	**1**
SCAQMD Regional Operations Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Notes: VOC = reactive organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

Source: Modeled by Ascent in 2025.

Summary

Construction of the proposed project would generate VOC emissions that exceed SCAQMD thresholds for construction emissions. In addition, operation of the proposed project would generate emissions of VOC, NOX, and CO that exceed SCAQMD thresholds for operational emissions. For these reasons, construction and operational impacts are considered **significant** prior to mitigation.

Mitigation Measures

Implement **Mitigation Measure 3.2-2a** during construction of the project and **Mitigation Measures 3.2-2b, 3.2-2c,** and **3.2-2d** during operation.

Mitigation Measure 3.2-2a: Construction Low VOC Coatings

To reduce VOC emissions during construction activities involving the application of coatings, the construction contractors shall use low-VOC coatings with a VOC content of 10 grams per liter (g/L) or less during all phases of construction or comply with SCAQMD Rule 113 and extend the painting schedule to ensure VOC emissions do not exceed SCAQMD regional construction thresholds. Prior to the issuance of a building permit, the project applicant shall submit a list of coatings to be used, their respective VOC content, and a summary of the surface area to be painted to the City. The project applicant and future tenants shall report this information to the City to verify compliance. This shall be enforced through oversight by the City and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all ongoing responsibilities during construction.

Mitigation Measure 3.2-2b: Zero Emission Electrical Design and Operation

To reduce impacts from operations-related exhaust emissions, the project applicant or future owners/tenants shall be required to employ fully electric yard equipment and include EV charging stations to allow for the EV truck charging.

- All yard equipment used onsite for warehouse operations, including but not limited to forklifts and yard trucks, shall be powered by zero emission (ZE) technology, such as battery electric. The project applicant shall provide adequate charging stations within the project site to allow for the use of 100 percent EV equipment. These requirements are consistent with Strategy 1.4 of the CAP, which requires equipment used in the operation of commercial and industrial uses greater than or equal to 50 horsepower to be equipped with ZE technology or fuels.
- The project applicant shall provide 10 percent "EV Ready" parking spaces, and 5 percent "EV Installed" parking spaces. These requirements are consistent with Strategy 1.2 of the CAP and, for the purposes of this measure, applies to both employee parking and medium-duty and heavy-duty truck parking. The project applicant shall ensure that the building design includes adequate electrical infrastructure to power these allow for the charging of all yard equipment and a large portion of trucks visiting the project site.
- The project applicant shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation on using only ZE off-road yard equipment and adequate automotive and truck charging shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the project facility owner and tenant/business entity shall provide to the City Planning Division a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only ZE equipment for daily operations.

- The use of gasoline-powered landscape equipment shall be prohibited. This shall be enforced through verification through the City through verification of the City through a condition of approval made between future project applicants and the City. For this measure to be successfully implemented, the project applicant shall install electrical outlets on the exterior of buildings so that the corded electric landscaping equipment can be more easily used in different areas, and batteries can be charged if indoor charging is not available.

If zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs, the project applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.

Mitigation Measure 3.2-2c: Transport Refrigerant Unit Electrical Hookups for Cold Storage Uses

The project applicant shall install electrical hookups at every loading dock door and truck parking area for Transport Refrigeration Units (TRUs) with electric standby capabilities. TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including truck vans, semi-truck trailers, shipping containers, and railcars. This measure requires TRUs to be plugged in, thereby eliminating the need to run TRUs on diesel. This measure only applies to the portion of future tenant uses that includes cold storage warehousing. Future tenants of cold storage facilities (e.g., storage facility equipped with temperature-controlled environments) within the project site shall ensure that all TRUs are plugged in and that no TRUs run on diesel power.

In order for this measure to be feasible, the project applicant shall ensure that the building design includes adequate electrical infrastructure to power these to allow for the charging of all TRUs.

If zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.

Mitigation Measure 3.2-2d: Idling Limits During Operations

The project proponent and future tenants shall ensure that all medium- and heavy-duty trucks that visit the project site limit their idling by shutting down engines when not in use. Ilding shall be limited to a maximum idling time of less than 3 minutes at any given location and a total of 15 minutes total within the project site for each truck visit. The future tenants shall install clear signage regarding the limitation on idling time at the delivery driveway and loading areas. The project applicant and future tenants shall report this information to the City to verify compliance. This shall be enforced through oversight by the City and shall be included as part of the contractual lease agreement language to ensure the tenants/lessees are informed of all ongoing responsibilities.

Significance after Mitigation

During project construction, implementation of Mitigation Measure 3.2-2a would substantially lessen construction-related VOC emissions during project construction by requiring low-VOC coatings with a VOC content of 10 g/L or less, or compliance with SCAQMD Rule 113, which allows for the extension of the painting schedule to ensure VOC emissions do not exceed SCAQMD regional construction thresholds. Because VOC emissions are proportional to the change in VOC content, requiring coatings with a VOC content of 10 g/L instead of the default 100 g/L would result in an approximately 90 percent reduction in VOC emissions.

After implementation of Mitigation Measure 3.2-2a, emissions of all criteria pollutants, including VOCs, would be below SCAQMD regional construction thresholds (Table 3.2-13). Furthermore, because incorporation of Mitigation Measure 3.2-2a would reduce VOC emissions below thresholds after mitigation, the project would not contribute to the region's nonattainment status.

Table 3.2-13 Estimated Mitigated Construction Emissions (Mass Regional Pounds Per Day)

Construction Phase	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Year 2026						
Demolition	<1	8	21	12	2	<1
Grading	1	5	36	3	1	<1
Building Construction	2	5	37	4	1	<1
Concrete Imports	<1	<1	<1	<1	<1	<1
Maximum Daily 2026	**2**	**8**	**37**	**12**	**2**	**<1**
Year 2027						
Building Construction	2	5	35	4	1	<1
Paving	<1	2	12	<1	<1	<1
Architectural Coating	21	1	14	3	1	<1
Maximum Daily 2027	**21**	**5**	**35**	**4**	**1**	**<1**
Maximum Daily Overall	**21**	**8**	**35**	**13**	**3**	**<1**
SCAQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

Source: Modeled by Ascent in 2024.

During operation, implementation of Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d would substantially lessen operational VOC, NOx, and CO emissions. Mitigation Measure 3.2-2b, which requires zero-emission yard equipment and landscaping equipment, along with truck charging, would reduce emissions of all pollutants. A large portion of VOC and NOx emissions are from yard equipment . Reducing or eliminating emissions from these sources would greatly reduce emissions. Mitigation Measure 3.2-2c which requires the use of electrical hookups for TRU dwellings on-site, would reduce all emissions from TRUs. TRUs comprise a large portion of VOC and NOx emissions, and replacing onsite diesel combustion with electrical use would reduce or eliminate these emissions. Mitigation Measure 3.2-2d requires signage to ensure truck idling within the project site is limited to reduce emissions associated with truck idling.

After the implementation of Mitigation Measure 3.2-2b and 3.2-2c, emissions would be reduced below the VOC, NOx, and CO thresholds with mitigation (Table 3.2-14). Therefore, this operational impact would be considered **less than significant** after mitigation.

Table 3.2-14 Estimated Mitigated Operational Emissions (Mass Regional Pounds Per Day)

Emissions Source	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Area [1]	29	<1	<1	<1	<1	<1
Energy	—	—	—	—	—	—
Medium Duty Trucks[2]	<1	3	1	1	<1	<1
Heavy Duty Trucks[2]	<1	31	4	7	2	<1
Workers	7	8	95	22	6	<1
Yard Trucks[3]	—	—	—	—	—	—
TRUs[4]	—	—	—	—	—	—
Forklifts[3]	—	—	—	—	—	—
Maximum Daily	37	49	195	31	8	1
SCAQMD Regional Operations Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = reactive organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

[1] Assumes landscaping equipment will be 100 percent zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[2] Assumes 50 percent of trucks are zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[3] Assumes 100 percent of yard trucks and forklifts is zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[4] Assumes 100 percent of TRUs would be plugged in and TRUs would not run on diesel at any point on-site (Mitigation Measure 3.2-2c).

Source: Modeled by Ascent in 2025.

Impact 3.2-3: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Thresholds

Construction-related emissions of criteria pollutants within the project boundary would be spread over the project area, not affecting any one receptor for extended periods of time. Therefore, the proposed project would not expose existing receptors to substantial TAC concentrations during construction or expose sensitive receptors to substantial TAC concentrations from operational emissions. This impact is **less than significant**.

Impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations are evaluated based on the generation of localized mass emissions. These are evaluated for construction and operations separately below.

Construction

Construction of the proposed warehouse complex would emit localized pollutants through the on-site use of heavy-duty construction equipment and fugitive dust from ground-disturbing activities. These localized emissions could expose nearby sensitive receptors to substantial pollutant concentrations.

Localized emissions during construction would not exceed the applicable LSTs for the project area (Table 3.2-15). Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Table 3.2-15 Estimated Unmitigated Construction Emissions (Mass Localized Pounds Per Day)

Construction Phase	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 2026				
Demolition	5	18	11	2
Grading	4	35	3	1
Building Construction	3	15	<1	<1
Concrete Imports	<1	<1	<1	<1
Maximum Daily 2026	**5**	**35**	**11**	**2**
Year 2027				
Building Construction	3	15	<1	<1
Paving	2	11	<1	<1
Architectural Coating	1	1	<1	<1
Maximum Daily 2027	**3**	**15**	**<1**	**<1**
Maximum Daily Overall	**5**	**35**	**11**	**2**
SCAQMD Localized Construction Threshold[a]	**778**	**27,680**	**229**	**120**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes: NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter.

[a] Localized thresholds for construction are based on a 5-acre project site and 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Source: Modeled by Ascent in 2025.

Operations

Once operational, the proposed project would result in air pollutant emission sources such as truck movement and idling, yard equipment, worker trips, and overall warehouse operation. According to SCAQMD, only on-site emissions are to be considered in the LST analysis. However, because each truck would travel and idle within the project site as part of the warehouse process, truck emissions within the site boundary were included in the LST analysis.

Localized emissions during operations would not exceed the applicable LSTs for the project area (Table 3.2-16). Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Table 3.2-16 Estimated Unmitigated Operational Emissions (Mass Localized Pounds Per Day)

Emissions Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	<1	53	<1	<1
Energy	-	-	-	-
Medium Duty Trucks	1	<1	<1	<1
Heavy Duty Trucks	9	3	<1	<1
Workers	<1	5	1	<1
Yard Trucks	8	3	<1	<1
TRUs	42	7	<1	<1
Forklifts	69	953	1	<1
Maximum Daily	**129**	**1,024**	**4**	**2**
SCAQMD Localized Operations Threshold	**778**	**27,680**	**55**	**29**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes: NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter.

Localized thresholds for operations are based on a 5-acre project site and a 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions

Source: Modeled by Ascent in 2025.

Summary

Localized emissions during the proposed project's construction and operation would not exceed the applicable LSTs. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.2-4: Expose Sensitive Receptors to TAC Concentrations that Result in an Incremental Increase in Cancer Risk Greater than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater

Construction-related emissions of TACs associated with the proposed project would be spread over the project area, not affecting any one receptor for extended periods of time, and therefore, would not result in exposure of existing receptors to substantial TAC concentrations during construction. Project operations would produce substantial diesel PM, exceeding SCAQMD's threshold for TAC cancer risk exposure of 10 in one million. Using this numerical threshold, the Project would generate substantial emissions of TACs, causing an adverse health impact from TAC exposure and would be **significant**. However, the project would implement Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d during project operations, which would reduce TAC emissions associated with diesel-powered equipment below SCAQMD's 10 in one million significance threshold. As such, this impact would be reduced to **less than significant with mitigation**.

Impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations are evaluated based on the generation of toxic air contaminants. This is evaluated for construction and operations separately below.

Construction

The closest sensitive receptors are at the Victoria Woods Apartments housing development, which is located approximately 0.4-mile northeast of the nearest portion of the project site, at the northeast corner of Arrow Route and Etiwanda Avenue. Construction would be sporadic in both duration and location, with actual construction taking place during a 22-month period, which is much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. As such, construction of the proposed project would not result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

Operations

Operations of the proposed warehouse complex would emit TACs, specifically DPM, primarily associated with diesel truck traffic as well as through the use of diesel equipment within the project site. Due to the presence of TACs, an HRA was conducted by Ascent (Appendix B) to analyze the potential health risks of long-term operations on nearby receptors. This HRA considers the regulatory framework, proximity of contaminants to sensitive receptors, quantity, volume, toxicity of the contaminants, and the likelihood and potential level of exposure.

Based on the HRA, cancer risk at maximally exposed schools and parks, as well as chronic hazard index at all receptors, would be less than the cancer risk and hazard index thresholds (Table 3.2-17). However, the lifetime cancer risk at maximally exposed residential uses was estimated to be equal to SCAQMD's cancer risk threshold (Table 3.2-17). Figure 3.2-1 shows cancer risk contours at nearby residences, schools, and parks.

Table 3.2-17 Estimate of Unmitigated Operations-Related Health Risk (Chances per Million)

Health Risk	Residential	School	Park
Maximum Incremental Cancer Risk	10	0.4	0.1
Chronic Hazard Index	0.003	0.001	0.001
Cancer Risk Threshold	**10**	**10**	**10**
Hazard Index Threshold	**1.0**	**1.0**	**1.0**
Equal to or Exceed Thresholds?	**Yes**	**No**	**No**

Source: Modeled by Ascent in 2025.

Note that the majority of this cancer risk at maximally residential uses (96 percent at the maximally exposed location) is associated with diesel PM from yard trucks, forklifts, and TRUs, which are assumed to operate on-site every day of the year. Trucks make up a smaller portion of the risk (3 percent at the maximally exposed location). Because the residential cancer risk of 10 chances in one million is equal to or exceeds the incremental cancer risk threshold of 10 chances in one million, proposed project operations would expose sensitive receptors to substantial concentrations of DPM pollution. This impact is **significant**.

Mitigation Measures

Implement **Mitigation Measures 3.2-2b, 3.2-2c,** and **3.2-2d**.

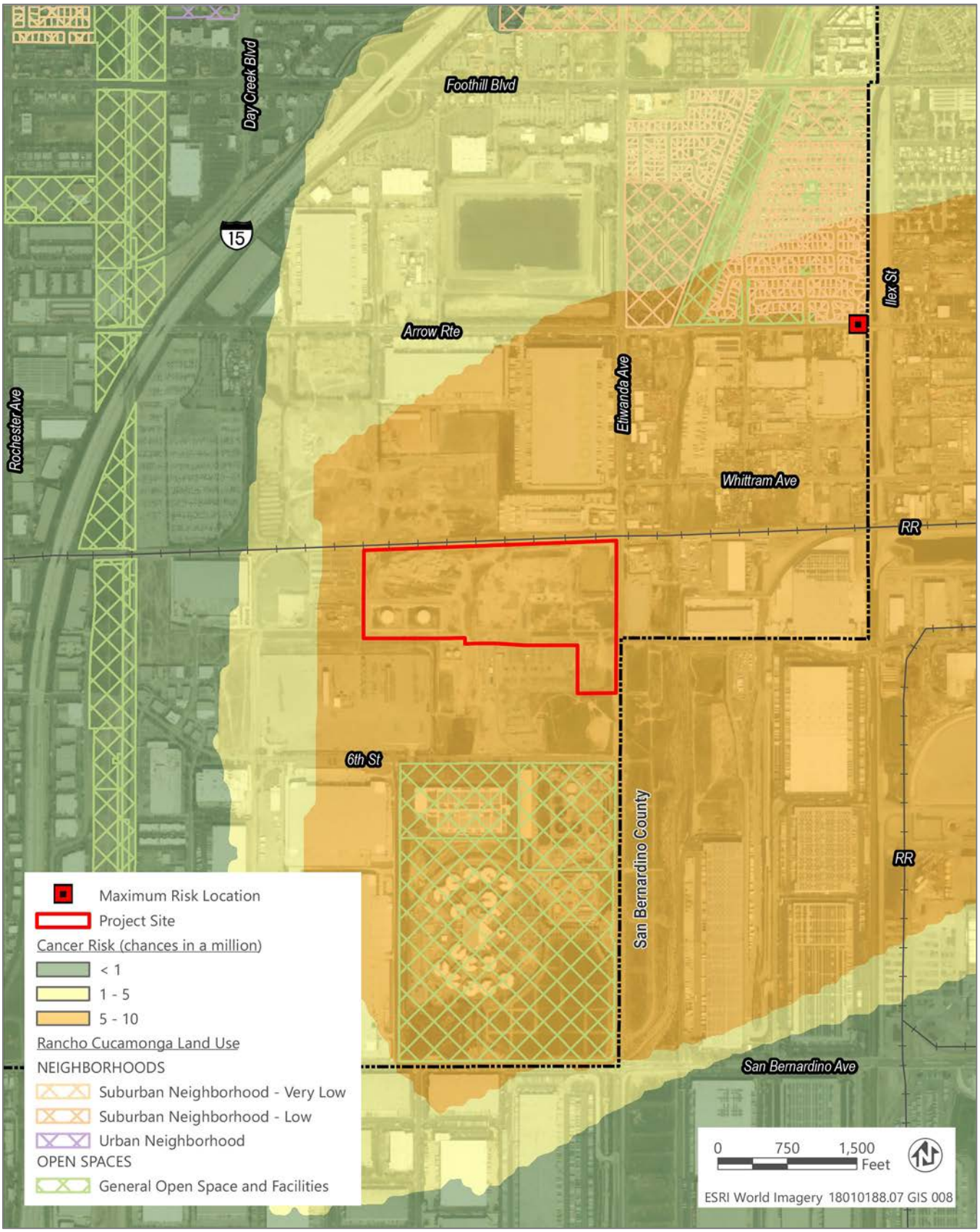
Significance after Mitigation

Implementing Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d during operation would substantially reduce diesel PM emissions from yard equipment and trucks, which would reduce health risk by 88 percent (Table 3.2-18). Mitigation Measures 3.2-2b and 3.2-2c would not only reduce criteria air pollutants, as discussed in Impact 3.2-4, but would also reduce diesel PM emissions. For example, full electrification of the yard equipment would remove all diesel PM emissions from yard equipment, which is the primary driver of health risk (see Table 3.2-17). Therefore, because the lifetime cancer risk is estimated to be below SCAQMD's cancer risk threshold after implementation of mitigation, this impact is **less than significant with mitigation**.

Table 3.2-18 Estimate of Mitigated Operations-Related Health Risk (Chances per Million)

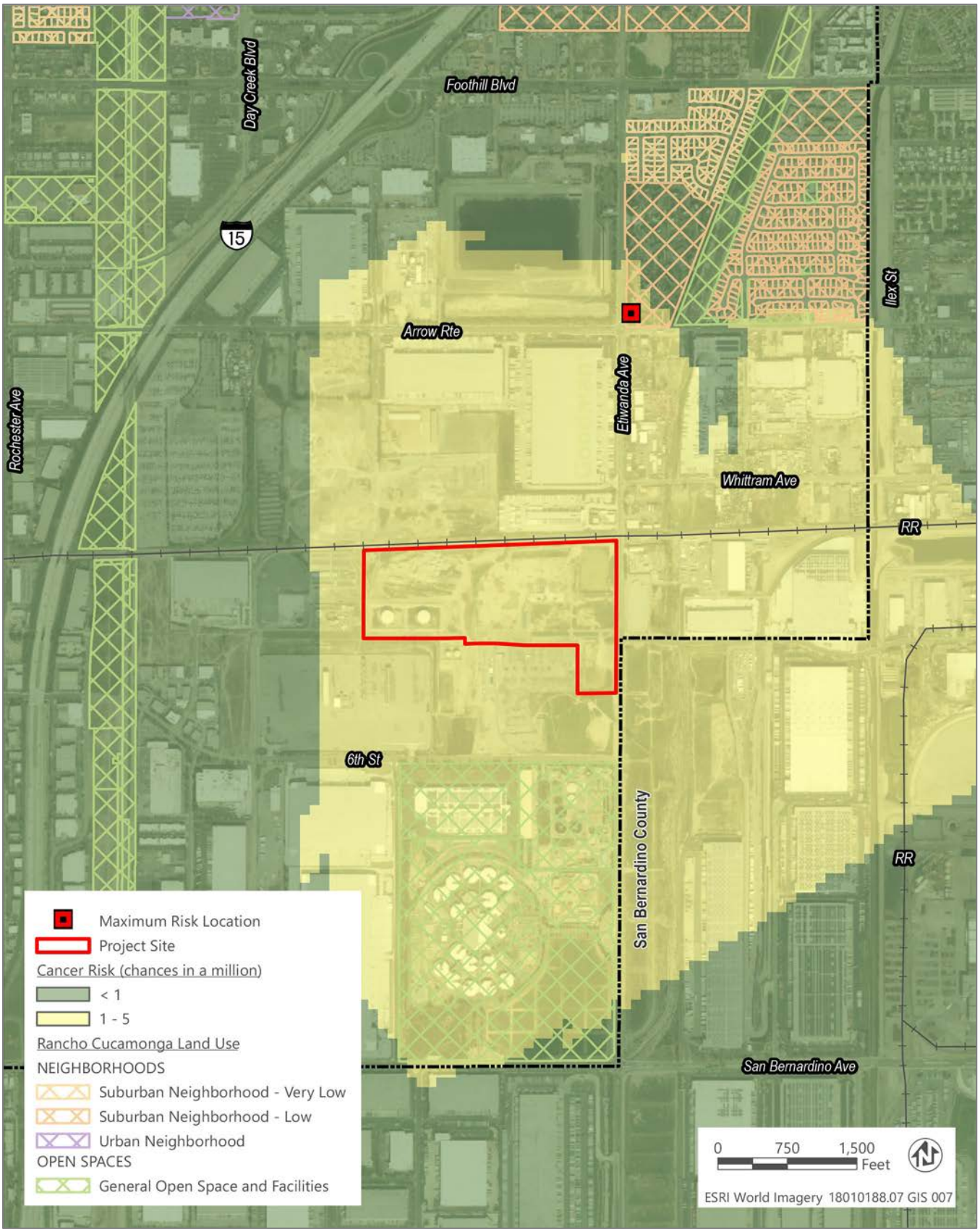
Health Risk	Residential	School	Park
Maximum Incremental Cancer Risk	1	0.01	0.01
Chronic Hazard Index	<0.001	<0.001	<0.001
Cancer Risk Threshold	**10**	**10**	**10**
Hazard Index Threshold	**1.0**	**1.0**	**1.0**
Exceed Thresholds?	**No**	**No**	**No**

Source: Modeled by Ascent in 2024.



Source: Data downloaded from the City of Rancho Cucamonga and SCAG in 2023, and the State of California in 2024.

Figure 3.2-1 Unmitigated Cancer Risk



Source: Data downloaded from the City of Rancho Cucamonga and SCAG in 2023, and the State of California in 2024; adapted by Ascent in 2025.

Figure 3.2-2 Mitigated Cancer Risk

Impact 3.2-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

The proposed project would introduce new odor sources into the area (e.g., temporary diesel exhaust emissions during construction as well as trucks and equipment associated with project operations. However, these odor sources would be temporary, intermittent, and dissipate rapidly from the source. Further, the project would not locate land uses near any existing odor sources. The construction and operation of the project would not result in odor sources. Thus, this impact would be **less than significant**.

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would have a significant impact.

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 areas, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include any uses identified by SCAQMD as being associated with odors and, therefore, would not produce objectionable odors.

Odors resulting from the construction of the proposed project are not likely to affect a substantial number of people because construction activities usually do not emit offensive odors. Potential odor emitters during construction include heavy-duty diesel equipment exhaust, asphalt paving, and architectural painting. SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors; SCAQMD Rule 1108 limits the amount of VOC emissions from cutback asphalt; and Rule 1113 limits VOC content of architectural coatings. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors.

Similarly, odors resulting from the operation of the proposed project are not likely to affect a substantial number of people because the project does not include land uses typically associated with objectional odors. Operations would result in minor odors from diesel-fueled trucks and diesel-fueled equipment. Odors generated by trucks are minor and temporary.

No major existing sources of odors have been identified in the project vicinity. Project construction and operation would not be anticipated to frequently expose nearby sensitive receptors to objectionable odors. Thus, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.3 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the proposed project on known and unknown cultural resources. This section was informed by the results of the *Cultural Resources Technical Report for the Etiwanda Commerce Center Project*, prepared by ASM Affiliates (ASM 2024) (Appendix D). Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include prehistoric resources, historic-period resources, and "tribal cultural resources" (the latter as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074).

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-period (e.g., precontact or historic era) physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built-environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a tribe. Impacts to human remains are not addressed in this section because the proposed project would have no impact related to these topics, as concluded in the Initial Study checklist (Appendix A).

One comment letter regarding cultural resources was received in response to the Notice of Preparation (Appendix A) from the Native American Heritage Commission (NAHC), which recommends consultation with California Native American tribes pursuant to AB 52 and Senate Bill (SB) 18. SB 18 Tribal consultation requirements do not apply because the proposed project does not involve the adoption or amendment of a General Plan or Specific Plan. SB 18 is not a CEQA requirement and therefore is not discussed in this section. AB 52 compliance is described Section 3.3.2, Environmental Setting.

3.3.1 Regulatory Setting

FEDERAL

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity, it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Location is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. Design is the combination of elements that create the form, plan, space, structure, and style of a property. Setting is the physical environment of a historic property that illustrates the character of the place. Materials are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period. This intangible quality is evoked by physical features that reflect a sense of a past time and place. Association is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Listing in the NRHP does not entail specific protection or assistance for a property, but it does guarantee consideration in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. In addition, project effects on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin series was developed to assist evaluators in the application of NRHP criteria. For example, National Register Bulletin #36 provides guidance in the evaluation of archaeological site significance. If a property cannot be placed within a particular theme or time period, and thereby lacks "focus," it will be unlikely to possess characteristics that would make it eligible for listing in the NRHP.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

California Historical Landmarks—buildings, structures, sites, or places that have been determined to have statewide historical significance—are also automatically listed in the CRHR. California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in CCR Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria listed below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or to the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "historical resources," "unique archaeological resources," and "tribal cultural resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources. PRC Section 21084.2 establishes 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."

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR is considered a historical resource (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or not identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects would affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resources

CEQA also requires lead agencies to consider whether projects would affect tribal cultural resources. PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Public Resources Code Section 21080.3

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. CEQA Sections 21080.3.1 and 21080.3.2 state that within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Public Resources Code Section 21083.2

Treatment options under PRC Section 21083.2(b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

(a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

   (1) Planning construction to avoid archaeological sites.

   (2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

(e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

(1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.

(f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects. Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify NAHC, which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code, Sections 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

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

LOCAL

City of Rancho Cucamonga Municipal Code

Chapter 2.24, Historic Preservation

1. Provide a mechanism to identify, designate, protect, preserve, enhance, and perpetuate those historic sites, structures, and objects that embody and reflect the City's aesthetic, cultural, architectural, and historic heritage;

2. Foster civic pride in the beauty and accomplishments represented by the City's historic landmarks and distinctive neighborhoods and recognize these resources as economic assets;
3. Encourage the protection, enhancement, appreciation, and use of structures of historical, cultural, architectural, community, or aesthetics value that have not been designated as historical resources but are deserving of recognition;
4. Enhance the quality of life and promote future economic development within the city by stabilizing and improving the aesthetic and economic value of such districts, sites, structures, and objects;
5. Encourage adaptive reuse of the City's historic resources by promoting public awareness of the value of rehabilitation, restoration, and maintenance of existing buildings as a means to conserver reusable material and energy resources;
6. Integrate historic preservation within the City's comprehensive development plan; and
7. Promote and encourage historic preservation through continued private ownership and utilization of such sites, buildings, and other structures now so owned and used, to the extent that objectives listed above can be attained under such policy.

Chapter 17.18, Historic Preservation Commission Decisions

The Rancho Cucamonga Municipal Code was amended in 2012 to include Chapter 17.18, Historic Preservation Commission Decisions, whose purpose is to:

> … establish permits and entitlements that are decided by the historic preservation commission and is intended to work in conjunction with Chapter 2.24, Historic Preservation, of this Code. This Chapter provides mechanisms to identify, designate, protect, preserve, enhance, and perpetuate historic sites, structures, and objects that embody and reflect the City's aesthetic, cultural, architectural, and historic heritage. Each permit and entitlement type is described in this Chapter in terms of purpose and applicability, exemptions, review process, findings for approval, and conditions. General processing procedures are established in Chapter 17.14, General Application Processing Procedures. (Code 1980, § 17.18.010; Ord. No. 855, § 4, 2012).

City of Rancho Cucamonga General Plan

The goals of the General Plan that are applicable to the proposed project are listed below.

RC-4.3: **Protect Sites**. Require sites with significant cultural resources to be protected.

RC-4.4: **Preservation of Historic Resources**. Encourage the preservation of historic resources, buildings, and landscape.

RC-4.5: **Historic Buildings**. Encourage the rehabilitation and reuse of older buildings.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to archaeological, historical and tribal cultural resources, compliance with which would minimize or avoid adverse impacts.

- **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.
- **5.5-3**: If a building within the project area was constructed more than 50 years ago, the City will require a determination of whether the building, or site, could be considered historic. If the project is considered historic Chapter 17.18 Historic Preservation will apply.
- **5.5-4**: Prior to any construction activities that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the

Secretary of the Interior's Professionally Qualified Standards in architectural history or history. This shall include a records search to determine if any resources that may be potentially affected by the project have been previously recorded, evaluated, and/or designated in the National Register of Historic Places, California Register of Historic Resources, or a local register. Following the records search, the qualified architectural historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the proposed project. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.

- 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 these 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.

3.3.2 Environmental Setting

The following setting information is based on the *Cultural Resources Technical Report for the Etiwanda Commerce Center Project,* prepared by ASM Affiliates (Appendix D).

REGIONAL PRECONTACT HISTORY

Archaeological investigations in San Bernardino County and elsewhere in southern California have documented a diverse range of precontact human occupations, extending from the terminal Pleistocene to the time of European contact.

Paleoindian [pre-8000 Before Present (BP)]

Paleoindian assemblages include large stemmed projectile points, high proportions of formal lithic tools, bifacial lithic reduction strategies, and relatively small proportions of ground stone tools. These tools suggest a reliance on hunting rather than gathering. In general, hunting-related tools are more common during this period and are replaced by processing tools during the early Holocene.

Milling Stone Horizon (8000 BP to 1250 BP)

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

Late Precontact Horizon (1250 BP to 250 BP)

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

ETHNOHISTORY

The area that is now Rancho Cucamonga was occupied during the Late Precontact period by Native Americans commonly known as the Gabrielino. This name was derived from their association with the San Gabriel Valley and the Mission San Gabriel de Archangel. The city itself is named after the Gabrielino village of Kukamo or Cucamonga, which was located at the eastern extent of the tribe's territory. The language of the group is derived from the Takic family, part of the Uto-Aztecan linguistic stock.

The Gabrielino established large, permanent villages in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Seasonal migration was practiced across the area for both the exploitation of resources and based on seasonal weather conditions. Their territory encompassed the greater Los Angeles Basin, the coastal regions from Topanga Canyon in the north to perhaps as far south as Aliso Creek, as well as San Clemente, San Nicholas, and Santa Catalina islands. Primarily hunters and gatherers, the Gabrielino used numerous styles of bows, bedrock mortars, portable mortars, pipes, chisels, metates, manos, and various forms of chipped stone tools.

Other groups that inhabited lands near the project site include the Luiseño and Serrano. All these groups spoke a variation of the Takic language subfamily part of the Uto-Aztecan language family. Luiseño lifeways were very similar to those of the Gabrielino. At the time of the first contacts with the Spanish in the sixteenth century, the Luiseño inhabited areas to the west of the Gabrielino, including the coastal area of southern California, ranging approximately 50 miles from the southern part of Los Angeles County to the northern part of San Diego County, and inland about 30 miles. The people are called "Luiseño" due to their proximity to the Mission San Luis Rey de Francia.

Serrano territory encompassed the area east of the Gabrielino, generally across the San Bernardino Mountains. However, the boundaries of their territory are not as reliably defined due to a lack of historical records and a more mobile settlement pattern than the Gabrielino. The territory roughly encompassed the base of the San Bernardino Mountains from the Cajon Pass, north to present-day Victorville, east to Twentynine Palms, and south to the Yucaipa

Valley. The name "Serrano" derived from the Spanish word for highland or mountain and is used to refer to the linguistic group in the Takic family. The Serrano people can be further divided into the Kitanemuk, who lived around Tejon and Paso creeks, the Alliklik within the vicinity of the Santa Clara River, and the Vanyume along the Mohave River.

The Serrano were organized loosely into exogamous clans; however, their social structure is not well known. Each clan had a hereditary leader called a kika and a hereditary assistant chief that had ceremonial functions called a paha'. Other spiritual leaders also had positions of power in the clan. Serrano subsistence practices were largely based around gathering, hunting, and fishing. Depending on the environment, common food staples included acorns, piñon nuts, honey, mesquite, yucca, cactus, and chia seeds. Deer, mountain sheep, antelope, rabbits, other small rodents, and birds were also commonly hunted. Like the Gabrielino, bows and arrows were used to hunt for large game, and curved throwing sticks, traps, snares, and deadfalls were used for smaller game.

Due to a lack of reliable year-round water sources, the Serrano lived in smaller villages than were common in the Gabrielino territory. They also largely lived in circular houses with thatched roofs; however, many of their daily activities took place within ramadas, which provided shade and blocked the wind. The house was primarily used for sleeping and storage only. The Serrano made tools from shell, wood, bone, stone, pottery, and plant fibers.

HISTORIC ERA SETTING

Spanish explorer Juan Rodríguez Cabrillo first entered California in 1542, claiming it for the King of Spain. However, Spanish contact within the vicinity of the project site did not take place until the 1770s when Father Garces traveled across the Mojave Desert and entered coastal southern California through the Cajon Pass.

For most of the Spanish-Mexican period, the San Gabriel and San Bernardino valleys, including the Rancho Cucamonga area, were considered part of the outlying land holdings of Mission San Gabriel de Archangel, which was established in 1771. The name "Cucamonga" first appeared in a written record of the San Gabriel Mission dated 1811. After Mexico gained independence from Spain in 1821, the new authorities in Alta California began to dismantle the mission system in 1834 through the process of secularization.

The effects of mission influence upon the local Native populations were devastating. The reorganization of their culture alienated them from their traditional subsistence patterns and social customs. European diseases, against which the Natives had no immunities, reached epidemic proportions and Gabrielino populations were decimated. By 1900, they had almost ceased to exist as a culturally identifiable group. Although most Gabrielino submitted to the Spanish and were incorporated into the mission system, some refused to give up their traditional lifeways and escaped into the interior regions of the State.

In the 1830s and 1840s, during secularization of the mission system, the Mexican authorities in Alta California made a number of large land grants on former mission properties in the valley. The 13,000-acre Rancho Cucamonga was granted to Los Angeles City Council president and businessman Tiburcio Tapia in 1839. Tapia built his home on the top of the prominent Red Hill, planted some of Rancho Cucamonga's first vineyards, and built a small winery. The winery was enlarged and re-established as the Thomas Winery in 1933, and again as the Filippi Vineyards winery in 1967. Portions of the historic winery buildings, located at the northeast corner of Foothill Boulevard and Vineyard Avenue, are currently being reused for commercial purposes.

When Tapia died in 1845, his daughter, Maria Merced Tapia de Prudhomme, became the sole heir of the Rancho Cucamonga. Maria Merced's husband, Leon Victor Prudhomme, assumed control of the rancho and eventually sold it to John Rains in 1858. Rains have significantly expanded the vineyards, planting 125,000 to 150,000 vines. He was found murdered in 1862, and his widow, Dona Maria Merced Williams de Rains, inherited the ranch property. She encountered financial problems, and the property fell into foreclosure, ultimately marking the close of the rancho way of life in the Cucamonga region.

The U.S. annexation of Alta California in 1848 brought more and more Euro American immigrants into the area. Development of the town of Cucamonga began in the late 1870s and 1880s as a direct result of acquisition and distribution of land and water and the availability of rail transit through the region. Following Native American

occupation of the Cucamonga Valley, the earliest documented use of local water sources was by Tiburcio Tapia at his winery, utilizing water from Cucamonga Creek, around the year 1839.

Construction of railroads through the Cucamonga Valley triggered tremendous growth of the local agriculture industry, mushrooming land sales, and subsequent development of the towns of Cucamonga (including the North Town neighborhood), Alta Loma, and Etiwanda. Like other Southern California boomtowns, construction of railroads through the region enabled both people and goods to move in and out of Rancho Cucamonga at unprecedented speed, which dramatically increased development. From the early 1900s to the 1950s, the northern portion of the city's landscape consisted mainly of citrus orchards, while the southern portion was dominated by vineyards.

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

The City of Rancho Cucamonga was incorporated in 1977, consolidating the three towns of Cucamonga, Alta Loma, and Etiwanda into one municipality. Although the local agriculture industry has changed over time due to a variety of factors, including technological advancement and transportation improvements, agriculture remains a recognizable, although fading, feature of Rancho Cucamonga's physical landscape.

RECORDS SEARCHES, SURVEYS, AND CONSULTATION

A historic building and historical resources assessment, cultural resources records search, pedestrian survey, and Sacred Lands File search have been performed for the proposed project in alignment with the City's Standard Conditions of Approval 5.5-3, 5.5-4, and 5.5-8, as follows.

Cultural Resources Record Search

On August 3, 2023, a records search of the project site and a one-mile buffer was conducted at the South Central Coastal Information Center (SCCIC), at California State University, Fullerton. The records search results revealed that no cultural resources have been previously recorded within the project site. Similarly, no cultural resources studies have been conducted within the project site.

Pedestrian Survey

A pedestrian survey of the project site was conducted on September 25, 2023. The survey consisted of an intensive pedestrian survey for archaeological and architectural resources. No archaeological resources were identified as part of the survey. The archaeological assessment did not identify the project site as having either high or medium sensitivity for archaeological resources. Two architectural (historic) features were identified as part of the pedestrian survey as follows:

- Southern California Edison Etiwanda Steam Plant (West Water Tank). Construction on this structure began in 1951 and was completed by 1952. It is a large, cylindrical metal water tank with a metal staircase that extends diagonally from the ground to the top of the tank (ASM 2024: 30).
- Southern California Edison Etiwanda Steam Plant (East Water Tank). Construction of this structure began in 1951 and was completed by 1952. It is a large, cylindrical metal water tank with a metal staircase that extends diagonally from the ground to the top of the tank (ASM 2024: 27).

CRHR Evaluation

CRHR criteria, discussed in detail in Section 3.3.1, "Regulatory Setting," were used to evaluate the significance of the historic features. Eligibility for listing on the CRHR rests on twin factors of significance and integrity. A resource must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will become more important than the historical significance a resource may possess and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible.

Regarding Criterion 1, the SCE Etiwanda steam plant is associated with the theme of Postwar Development (1945 1977) as outlined in the Historic Context Statement for the City of Rancho Cucamonga, California, and more specifically with a sub-theme of Industry. The industrial utility complex was originally constructed in 1951 and once exemplified the growth of the post World War II energy industry in Southern California. The Etiwanda steam plant was an important contribution to this time of development; however, with only two water tanks remaining from the entire original plant, it is no longer a good representation of a postwar energy steam plant. By comparison, the SCE steam plant in Long Beach was the first of SCE's steam plants and still stands today; it best represents the development of energy plants in southern California. Therefore, the water tanks of the SCE Etiwanda steam plant are recommended individually not eligible for listing in the CRHR under Criterion 1.

The water tanks of the SCE Etiwanda steam plant were also evaluated for eligibility under Criterion 2 for association with persons important in our history. Research did not reveal any notable individuals associated specifically with the plant. Therefore, the structures are recommended not eligible for listing in the CRHR under Criterion 2.

In addition, the water tanks of the SCE Etiwanda steam plant were evaluated under the broad theme of Architecture as industrial/utility structures. Both towers are simple, large, cylindrical metal structures with a metal staircase extending diagonally from the ground to the top of the tank. The water tanks of the SCE Etiwanda steam plant are recommended not eligible under Criterion 3 for the Architecture theme because they do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master or possess high artistic values.

Lastly, the water tanks of the SCE Etiwanda steam plant are recommended not eligible under Criterion 4 because neither has yielded, nor is likely to yield, information important to the prehistory or history of the area (ASM 2024: 35).

Sacred Lands File Search

NAHC was contacted to request a search of its Sacred Lands file, and negative results were returned on August 6, 2023. A negative result does not indicate that there are no sacred sites within the project site, it only indicates that no tribes have reported the presence of sacred sites within the project site to the NAHC. Sacred sites could still be identified as a result of project related ground disturbance activities.

Native American Consultation

Consultation under AB 52 was offered by the City to the following six tribes on November 8, 2023:

- San Gabriel Band of Mission Indians; Anthony Morales, Chief;
- San Manuel Band of Mission Indians; Ryan Nordness, Cultural Resources Analyst;
- Soboba Band of Luiseno Indians; Joseph Ontiveros, Cultural Resource Director;
- Torres Martinez Desert Cahuilla Indians; Michael Mirelez, Cultural Resource Coordinator;
- Gabrieleno Band of Mission Indians – Kizh Nation; Andrew Salas, Chairman; and
- Morongo Band of Mission Indians; Raymond Huaute, Tribal Historic Preservation Officer.

The specific details of the consultations are confidential pursuant to California law; however, a summary of events related to communication between the tribes and the City is provided here:

- Savannah Salas responded on November 28, 2023, on behalf of the Gabrielino Band of Mission Indians- Kizh Nation (GBMI) and stated that the Tribe would like to engage in consultation. On January 11, the Tribe provided information to the City about the sensitivity of the project site and its vicinity for tribal cultural resources. The Tribe indicated that this is a very highly sensitive area and provided mitigation measures for the project.

- Alexandra McClearly responded on December 5, 2023, on behalf of the Yuhaaviatam of San Manuel Nation (YSMN; also known as the San Manuel Band of Mission Indians). YSMN stated that they do not have any concerns with the project's implementation. However, YSMN requested that five mitigation measures be incorporated into the archaeological and tribal cultural resources impact discussions (see Impacts 3.4-1 and 3.4-2 below). In addition, they requested to be provided with the final copy of the public Draft EIR so that they may review the included language.
- Similarly, Laura Chatterton responded on December 14, 2023, on behalf of the Morongo Band of Mission Indians (MBMI) stating that the Tribe would like to engage in consultation. The Tribe recommended tribal monitors be present during all ground disturbing activities. The Tribe also requested project documentation (project design, maps, cultural resources report, geotechnical report, shapefiles, and records search results).

No responses from the other three tribes were received. The City's requirement to conduct tribal consultation for the proposed project has been completed in accordance with the requirements of AB 52.

3.3.3 Impacts and Mitigation Measures

METHODOLOGY

The impact analysis for archaeological and historical resources is based on the findings and recommendations of the Cultural Resources Technical Report for the Etiwanda Commerce Center Project, Rancho Cucamonga, San Bernardino County, California (Appendix D). The impact analysis for tribal cultural resources is based on the outcome of the AB 52 consultation. The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both precontact and historic era), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant impact on cultural and tribal cultural resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- disturb any human remains, including those interred outside of dedicated cemeteries; or
- cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

  i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

  ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ISSUES NOT DISCUSSED FURTHER

Historical Resources

As described in the Environmental Setting (Section 3.3.2), no historical resources were identified on the project site. The two structures observed during the pedestrian survey (West Water Tank and East Water Tank) were evaluated and recommended not eligible for listing in the CRHR. As a result, none of these features are considered significant for the purposes of CEQA. Therefore, the proposed project could not cause a substantial adverse change in the significance of a historical resource. This issue is not discussed further.

Human Remains

No known human burials have been identified on the project site or within the project site vicinity. If unknown human remains are inadvertently encountered 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 Standard Condition of Approval 5.5-2, which requires cessation of activities within a 100-foot buffer of any human remains or funerary objects encountered during construction and that the County Coroner be contacted pursuant to State Health and Safety Code Section 7050.5. Because of the protection required by the State Health and Safety Code and the City's standard condition of approval, the proposed project would not substantially disturb human remains, including those interred outside of formal cemeteries. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

While results of the records search and pedestrian survey did not identify known archaeological resources within the project site, project-related ground-disturbing activities could result in damage to or destruction of unknown, buried archaeological resources that qualify as "unique" per State CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g). While unlikely, the potential exists to encounter and damage or destroy unique archaeological resources and as such, this impact would be considered potentially significant. However, with implementation of Mitigation Measure 3.3-1 the proposed project would not cause a substantial adverse change in the significance of unique archaeological resources. This impact is **less than significant with mitigation**.

Ground disturbing activities associated with construction of the proposed project would include grading to remove soil and compacting fill material for the building pads, excavation for the stormwater retention basins, trenching for installation of below grade utilities, and superficial excavation needed to construct the new public streets, install parking lot pavement and other hardscaping as well as planting of trees and landscaping improvements. Excavation associated with the proposed project would involve depths of at least 5 feet below the existing ground surface for the proposed building pads, stormwater retention basins, and underground utilities. Other improvements including surface parking spaces, new public streets, and landscaping would involve more shallow excavation at depths less than 5 feet below existing ground surface. In localized areas loose soils would be removed at depths of up to approximately 17 feet below existing ground surface.

An archaeological resources assessment was prepared in accordance with City Standard Condition of Approval 5.5-8 (ASM 2024) (Appendix D). The results of the SCCIC records search performed as part of this assessment revealed that no precontact or historic era archaeological sites have been previously documented within the project site. Similarly, the results of the Phase I pedestrian survey did not reveal the presence of precontact or historic era archaeological sites within the project site. The archaeological resources assessment did not identify any potentially significant archaeological resources. In addition, the archaeological resources assessment did not identify the project site as having either high or medium sensitivity for archaeological resources. Therefore, no unique archaeological resources as defined in CEQA Section 21083.2(g) or archaeological resources as defined in State CEQA Guidelines Section

15064.5 were identified. Because the archaeological resources assessment did not identify potentially significant archaeological resources or high or medium sensitivity for archaeological resources, the conditions described in Standard Condition of Approval 5.5-8 regarding a Phase II Testing and Evaluation investigation (5.5-8a) and monitoring of construction ground disturbance (5.5-8b and 5.5-8c) would not be triggered by the proposed project.

However, the project area has a long history of occupation that started prior to Euro-American contact by the Serrano and Gabrielino people. These people have left their imprint on the ground, and while no archaeological remains were found on the surface, there is always potential for archaeological remains to be encountered below the ground surface at unknown depths. Construction of the proposed project would involve earth-moving and excavation activities that may result in the discovery of previously unrecorded archaeological deposits. These activities could damage or destroy previously undiscovered unique archaeological resources pursuant to Section 15064.5. Once operational, the proposed project would not include any activities that would have the potential to cause a substantial adverse change in the significance of a unique archaeological resource. Therefore, construction of the proposed project, but not operations, has the potential to cause a substantial adverse change in the significance of a unique archaeological resource. This impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.3-1: For All Ground-Disturbing Construction Activities, Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Deposits

In the event that any precontact or historic era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted by construction personnel, and a qualified professional archaeologist (one who meets the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the City shall contact the appropriate California Native American tribes (GBMI, MBMI, and other tribes affiliated with the project site). A California Native American tribe(s) that is traditionally and culturally affiliated with the project site may make recommendations for further evaluation and treatment as necessary and provide input on the preferred treatment of the find.

If the find is determined to be significant by the qualified archaeologist or the tribal representative (i.e., because it is determined to constitute a unique archaeological resource or a tribal cultural resource, as appropriate), the qualified archaeologist and tribal representative, as appropriate, shall develop, and the applicant shall implement appropriate procedures to protect the integrity of the resource and ensure that no additional resources are significantly affected. Procedures shall include but would not necessarily be limited to preservation in place (which shall be the preferred manner of protecting unique archaeological resources and tribal cultural resources), archival research, monitoring, subsurface testing, or contiguous block unit excavation and data recovery (pursuant to a data recovery plan). No work at the discovery location shall resume until all necessary investigation and evaluation of the resource has been concluded by the archaeologist and/or tribal representative(s).

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would avoid causing a substantial adverse change to unique archaeological resources because it would require the performance of professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources by halting ground disturbance activities within 50 feet until all necessary investigations and evaluations of the discovery have concluded. This impact is **less than significant with mitigation**.

Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Tribal consultation under AB 52 has not resulted in the identification of tribal cultural resources on the project site. However, the project site and its vicinity have been identified as highly sensitive for tribal cultural resources by California Native American tribes traditionally and culturally affiliated with the area, and excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources. This impact is potentially significant. However, with implementation of Mitigation Measures 3.3-2a through 3.3-2d the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource. This impact is **less than significant with mitigation**.

As described under Impact 3.3-1, construction of the proposed project would result in ground disturbing activities. As described under "Native American Consultation," in Section 3.3.2, the City mailed notification letters to six tribes. GBMI, YSMN, and MBMI responded to these notifications. A representative of GBMI responded on November 21, 2023, that the Tribe would like to engage in consultation. On January 11, 2024, GBMI provided information to the City revealing that the project site and its surrounding areas are highly sensitive for tribal cultural resources and included proposed mitigation measures for the proposed project (see below). A representative from YSMN responded to the notification letter on December 5, 2023. The Tribe stated that they do not have any concerns with the project's implementation. The AB 52 consultation did not result in the identification of tribal cultural resources within the project site; however, the Tribe has requested to include five mitigation measures as part of the project. Some of these mitigation measures have been combined for the proposed project (see Mitigation Measures 3.4-2a and 3.4-2b). MBMI responded December 14, 2023, that the Tribe would like to engage in consultation. The Tribe requested documentation related to the project planning and cultural resources. In addition, MBMI recommended that a tribal monitor be present during all ground disturbing activities. No responses from the other three tribes were received. The City's requirement to conduct tribal consultation for the proposed project has been completed in accordance with the requirements of AB 52.

On August 6, 2023, negative SLF results were received from the NAHC. In addition, neither the SCCIC records search nor the pedestrian survey revealed any indigenous materials within the project site. The AB 52 consultation with GBMI, YSMN, and MBMI did not result in the identification of tribal cultural resources within the project site. Nevertheless, the potential for unidentified subsurface resources to be present that could qualify as a tribal cultural resource remains, and project-related ground-disturbing activities could damage or destroy tribal cultural resources. This impact is **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.3-1: For All Ground-Disturbing Construction Activities, Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Deposits

Mitigation Measure 3.3-2a: Retain a Native American Monitor from MBMI Prior to Commencement of Ground-Disturbing Activities

The project applicant shall retain a Native American Monitor from or approved by MBMI. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal

cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the MBMI from a designated point of contact from the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by MBMI to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs.

Mitigation Measure 3.3-2b: Retain a Native American Monitor from the GBMI Prior to Commencement of Ground-Disturbing Activities

The project applicant shall retain a Native American Monitor from or approved by the GBMI. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the proposed project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the GBMI from a designated point of contact from the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the proposed project are complete; or (2) a determination and written notification by the GBMI to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs.

Mitigation Measure 3.3-2c: Halt Ground Disturbance Upon the Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

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

Mitigation Measure 3.3-2d: Halt Ground Disturbance Upon the Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

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

Mitigation Measure 3.3-2e: Provide all Cultural Documents to MBMI and YSMN, and Continue Coordination with YSMN

The city shall provide the final copy of all cultural resources' documents created as part of the proposed project (e.g., isolate records, site records, survey reports, testing reports) to YSMN and MBMI. The City and Etiwanda Commerce Center CC, L.P., in good faith, will continue to coordinate with YSMN throughout the life of the project. This coordination shall include communications such as alerting YSMN prior to any ground disturbing activities.

Significance after Mitigation

Implementation of Mitigation Measures 3.3-2a through 3.3-2e would reduce impacts associated with tribal cultural resources to a **less-than-significant** level by requiring appropriate treatment and proper care of significant tribal cultural resources, in accordance with the wishes of the geographically and culturally affiliated tribe(s), in the case of a discovery, and by having a tribal monitor present from MBMI and GBMI for all ground disturbance activities.

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3.4 BIOLOGICAL RESOURCES

This section evaluates the potential for environmental impacts due to the construction and operation of the proposed project related to biological resources in the project area. It includes a description of applicable laws and regulations; a description of biological resources in the project area; an analysis of environmental impacts to biological resources; and recommended mitigation measures for reducing significant or potentially significant impacts. Information sources used for this analysis include the following:

- Guasti USGS 7.5-minute topographic quadrangle;
- Google Earth aerial photographs of the project area (Google Earth 2024);
- US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) System (USFWS 2024a);
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) list of special-status species occurrences within the Guasti and eight surrounding USGS 7.5-minute topographic quadrangles (Mt Baldy, Cucamonga Peak, Devore, Ontario, Fontana, Prado Dam, Corona North, and Riverside West) (CDFW 2024a);
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants known to occur within the Guasti and eight surrounding USGS 7.5-minute topographic quadrangles (CNPS 2024);
- USFWS Critical Habitat for Threatened and Endangered Species (online mapping program) (USFWS 2024b);
- National Wetlands Inventory (USFWS 2024c);
- National Hydrography Dataset (USGS 2024);
- A field survey conducted on August 8, 2023, by Kleinfelder biologists; and
- Biological Resources Technical Report (Kleinfelder 2024) (Appendix C).

No public comments related to biological resources were received in response to the Notice of Preparation (Appendix A).

3.4.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

The federal Endangered Species Act (ESA) (16 U.S.C. Section 1531 et seq.) requires consultation with USFWS or the National Oceanic and Atmospheric Administration National Marine Fisheries Service when a federal action may affect species federally listed as threatened or endangered or when a non-federal action is likely to result in take of a listed species. The purpose of the ESA is to conserve the ecosystems upon which listed species depend. The law's ultimate goal is to "recover" listed species such that the protections of the act are no longer needed. The ESA requires that recovery plans be developed that describe the steps necessary to restore the species. Similarly, the act provides for the designation of "critical habitat" when prudent and determinable. Critical habitat is geographic areas that contain physical and biological features essential to the conservation of the species and that may require special management considerations or protection. Critical habitat designations only apply to federal actions or federally funded or permitted activities.

The act also regulates the "taking" of a species listed as threatened or endangered under the ESA. The ESA definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take. If implementing a project would result in take of a federally listed species, either the project applicant must acquire an incidental take permit under Section 10(a) of the ESA or, if a federal discretionary action is involved, the federal agency must consult with USFWS under Section 7 of the act.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it will be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. Under the MBTA, "take" is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities." The definition of take does not include habitat destruction or alteration, as long as there is not a direct taking of birds, nests, eggs, or parts thereof. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations, Section 10.13. The list includes nearly all birds native to the United States.

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the US Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. The following sections of the CWA are applicable to the proposed project.

Section 404

Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States, including wetlands, except as permitted under separate regulations by the US Army Corps of Engineers (USACE) and EPA. Fill material is material placed in waters of the United States that has the effect of replacing any portion of waters of the United States with dry land or changing the bottom elevation of any portion of waters of the United States. To discharge dredged or fill material into waters of the United States, including wetlands, Section 404 requires projects to receive authorization from the Secretary of the Army, acting through USACE. Waters of the United States include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; relatively permanent tributaries to any of these waters, and wetlands adjacent to these waters. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Section 401

Under Section 401 of the CWA, an activity requiring a CWA Section 404 permit must obtain a state water quality certification to ensure state water quality standards are not violated. In California, the authority to grant water quality certification is delegated by the State Water Resources Control Board to the nine regional water quality control boards (RWQCBs). The applicable RWQCB for the proposed project is the Santa Ana RWQCB.

STATE

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA), a permit from CDFW is required for projects that could result in the "take" of a plant or animal species that is listed by the state as threatened or endangered. Section 2080 of CESA prohibits take of state listed species. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species but does not include "harm" or "harass," as does the federal definition. As a result, the threshold for take is higher under CESA than under the federal ESA (i.e., habitat modification is not necessarily considered take under CESA). Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit. If a species is protected by both ESA and CESA, a consistency determination may be issued if CDFW finds that the federal permit is consistent with the requirements of CESA.

California Fish and Game Code

The California Fish and Game Code (CFGC) encompasses regulations related to wildlife, hunting, fishing, and conservation in the state. It covers topics such as species protection, licensing, bag limits, and habitat management. The following key regulations from the CFGC are applicable to the proposed project.

Lake and Streambed Protection

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation (California Code of Regulations Title 14, Section 1.72). CDFW regulatory authority within altered or artificial waterways is based on the value of those waterways to fish and wildlife.

Protection of Bird Nests and Raptors

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders *Falconiformes* and *Strigiformes*), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

Fully Protected Species

The protection of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and generally do not provide for authorization of incidental take unless the species is covered and conserved in a natural community conservation plan or the project activities qualify for permitting under Senate Bill 147. CDFW's fully protected status was California's first attempt to identify and protect animals that were rare or facing extinction. Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA. Fully protected species may not be taken or possessed at any time and no take permits can be issued for these species except for scientific research purposes or for relocation to protect livestock.

California Native Plant Protection Act

State listing of plant species began in 1977 with the passage of the California Native Plant Protection Act (NPPA), which directed CDFW to carry out the legislature's intent to "preserve, protect, and enhance endangered plants in this state." The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare and to require permits for collecting, transporting, or selling such plants. CESA expanded on the original NPPA and enhanced legal protection for plants. CESA established threatened and endangered species categories and grandfathered all rare animals—but not rare plants—into the act as threatened species. Thus, three listing categories for plants are employed in California: rare, threatened, and endangered. Sixty-four species, subspecies, and varieties of plants are protected as rare under the NPPA. The act prohibits take of endangered or rare native plants but includes exceptions for agricultural and nursery operations; for emergencies; and, after proper notification of CDFW, for vegetation removal from canals, roads, and other building sites, changes in land use, and other situations.

California Rare Plant Ranking System

CDFW works in collaboration with the CNPS to maintain a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. These species are categorized by rarity in the California Rare Plant Rank (CRPR) system. This information is published in the Inventory of Rare and Endangered Vascular Plants of California (CNPS 2024). The CRPR system includes six rarity and endangerment ranks, which are summarized as follows:

CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere.

CRPR 1B: Plants Rare, Threatened, or Endangered in California and elsewhere.

CRPR 2A: Plants presumed extirpated in California, but more common elsewhere.

CRPR 2B: Plants Rare, Threatened, or Endangered in California, but more common elsewhere.

CRPR 3: Plants about which more information is needed - A Review List.

CRPR 4: Plants of limited distribution - A Watch List.

All plants with a CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all plant taxa inventoried in the CNDDB, regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that CRPR 1 and 2 species be addressed within the context of CEQA analyses and documentation. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380; however, these species may be evaluated by the lead agency on a case-by-case basis to determine significance criteria under CEQA.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act requires that each of the nine RWQCBs in California prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect waters of the state through the establishment of water quality objectives. The RWQCB's jurisdiction includes waters of the United States, as well as areas that meet the definition of "waters of the state." "Waters of the state" is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over areas not federally protected under CWA Section 404 provided they meet the definition of waters of the state and the State Water Resources Control Board published a new set of procedures for discharges of dredged or fill material into waters of the state on March 22, 2019. Mitigation requiring no net loss of wetlands functions and values of waters of the state typically is required by the RWQCB.

State Wetland Procedures

The State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Wetland Procedures), as prepared by the State Water Board, went into effect on May 28, 2020. The Procedures consist of four major elements: 1) a wetland definition; 2) a framework for determining if a wetland feature is a water of the state; 3) wetland delineation procedures; and 4) procedures for the submittal, review, and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities. The Procedures include a definition for wetland waters of the state that include (1) all wetland waters of the U.S.;[1] and (2) aquatic resources that meet both the soils and hydrology criteria for wetland waters of the U.S. but lack vegetation.[2]

[1] Therefore, wetlands that meet the current definition, or any historic definition, of waters of the U.S. are waters of the state. In 2000, the State Water Board determined that all waters of the U.S. are also waters of the state by regulation, prior to any regulatory or judicial limitations on the federal definition of waters of the U.S. (California Code or Regulations title 23, section 3831(w).) This regulation has remained in effect despite subsequent changes to the federal definition. Therefore, waters of the state includes features that have been determined by the USEPA or the USACE to be "waters of the U.S." in an approved jurisdictional determination; "waters of the U.S." identified in an aquatic resource report verified by the USACE upon which a permitting decision was based; and features that are consistent with any current or historic final judicial interpretation of "waters of the U.S." or any current or historic federal regulation defining "waters of the U.S." under the Clean Water Act.

[2] Less than 5 percent areal coverage at the peak of the growing season.

The State Water Resources Control Board has adopted the following definition of wetlands:

> *An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater or shallow surface water or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.*

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, titled PlanRC 2040, presents a series of strategies to guide the City towards building a community founded on the values of health, equity, and stewardship (City of Rancho Cucamonga 2021). The Resource Conservation chapter of the General Plan includes goals and policies related to biological resources. The following goal and policies are applicable to the proposed project:

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

- Policy RC-3.1 Sensitive Habitat. Encourage the preservation of the integrity of sensitive land resources that have significant native vegetation and/or habitat value such as riparian habitat areas, creek corridors, Riversidean Alluvial Fan Sage Scrub (RAFSS), wetlands, and sensitive wildlife habitat that supports biological resources.
- Policy RC-3.2 Biological Preserves. Allow and encourage the expansion of sensitive biological preserve areas (e.g., North Etiwanda Preserve, Day Creek Preserve, and San Sevaine Preserve) and other important habitat areas with an emphasis on wildlife connectivity between habitats and connectivity to the national forest.
- Policy RC-3.3 Wildlife Corridors. Encourage the creation, maintenance, and protection of open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.
- Policy RC-3.4 Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
- Policy RC-3-6 Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.

City of Rancho Cucamonga

Tree Preservation Ordinance

The City of Rancho Cucamonga Tree Preservation Ordinance (Municipal Code Chapter 17.80) provides for the protection trees from indiscriminate cutting or removal, recognizing their contribution as a community resource which provides shade, sequesters carbon, and purifies the air. According to the ordinance, trees shall be protected from indiscriminate cutting or removal, and the ordinance provides measures for the protection of existing trees that are to remain on site. An approved Tree Removal Permit issued in compliance with Section 17.16.080 (Tree Removal Permit) is required to remove heritage trees, which are defined as any tree which meets at least one of the following criteria:

1. Any tree on single family residential property in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured four and one-half feet from ground level; or
2. Any tree on multi-family residential and mixed-use property in excess of 15 feet in height and having a single trunk DBH of 20 inches or more as measured four and one-half feet from ground level; or
3. Any tree on commercial, industrial, or institutional property in excess of eight feet in height and having a single trunk DBH of 20 inches or more as measured four and one-half feet from ground level; or
4. Multi-trunk trees having a total DBH of 30 inches or more as measured four and one-half feet from ground level; or
5. A stand of trees the nature of which makes each dependent upon the others for survival; or

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

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to biological resources, compliance with which would minimize or avoid adverse impacts.

- **5.4-1:** Special status plant and wildlife species have the potential to occur within the city. Any project that involves the removal of habitat must consider if any special status species (e.g., Threatened or Endangered species, CNPS List 1B and 2 plants, or species protected under Section 15380 of CEQA) are potentially present on the project site and if the project impacts could be considered significant by the City. If potential habitat is present in an area, focused surveys shall be conducted prior to construction activities in order to document the presence or absence of a species on the project site. Botanical surveys shall be conducted during the appropriate blooming period for a species. If no special status species are found on the project site, no additional action is warranted. If special status species are found, appropriate mitigation would be required in coordination with the City, consistent with its performance criteria of mitigating lost habitat at a ratio no less than one to one (one acre restored for every acre impacted).
- **5.4-2:** Any project within the city that impacts a Federally listed species, based on a biological survey or other analysis of the project, shall be required to secure take authorization through Section 7 or Section 10 of the Federal Endangered Species Act (FESA) prior to project implementation. Compensation for impacts to the listed species and their habitat shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated habitat according to the requirements of the Biological Opinion (Section 7) or Habitat Conservation Plan (Section 10) for the project. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the USFWS, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.
- **5.4-3:** Any project within the city that impacts a State-listed Threatened or Endangered species shall be required to obtain take authorization (through an Incidental Take Permit) pursuant to the California Endangered Species Act (CESA) and Section 2081 of the California Fish and Game Code. If the species is also listed under the FESA, a consistency finding per Section 2080.1 of CESA is issued when a project receives the USFWS Biological Opinion. Compensation for impacts to the listed species and their habitat shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated habitat according to the requirements of the 2080 CESA process. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the California Department of Fish and Wildlife and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3)site preparation and planting implementation; (4) a schedule; (5) a maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.
- **5.4-4:** To avoid conflicts with the Migratory Bird Treaty Act and Bald/Golden Eagle Protection Act, construction activities involving vegetation removal shall be conducted between September 16 and March 14. If construction occurs inside the peak nesting season (between March 15 and September 15), a preconstruction survey (or possibly multiple surveys) by a qualified biologist is recommended prior to construction activities to identify any active nesting locations. If the biologist does not find any active nests within the project site, the construction work shall be allowed to proceed. If the biologist finds an active nest within the project site and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest; the size of the buffer zone shall depend on the affected species and the type of construction activity. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a biological monitor shall take place within the buffer zone until the nest is vacated. The

biologist shall serve as a construction monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the California Department of Fish and Wildlife and the City.

- 5.4-5: A jurisdictional delineation shall be conducted if a project will impact jurisdictional resources. Permits from the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) shall be required for impacts on areas within these agencies' jurisdiction. Acquisition and implementation of the permits may require mitigation. Compensation for impacts to jurisdictional resources shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated jurisdictional resource according to the requirements of USACE and RWQCB. Prior to issuance of the first action and/or permit that would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the appropriate resource agencies, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.
- 5.4-6: The Porter-Cologne Act and Sections 1600 to 1616 of the California Fish and Game Code protect "waters of the State." Agreements (Streambed Alteration Agreements) from the California Department of Fish and Wildlife (CDFW) shall be required for impacts on areas in CDFW's jurisdiction. Acquisition and implementation of the agreement may require mitigation. Compensation for impacts to CDFW resources shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigation areas according to CDFW requirements. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and CDFW, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.
- 5.4-7: The City of Rancho Cucamonga shall require a habitat connectivity/wildlife corridor evaluation for future development projects that may impact existing connectivity areas and wildlife linkages identified in Figure 5.4-6, Wildlife Movement Linkages Map. The results of the evaluation shall be incorporated into the project's biological report required under standard condition of approval 5.4-1. The evaluation shall also identify project design features that would reduce potential impacts and maintain habitat and wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, for projects impacting wildlife movement corridors:
  - Adhere to low density zoning standards
  - Encourage clustering of development
  - Avoid known sensitive biological resources
  - Provide shielded lighting adjacent to sensitive habitat areas
  - Encourage development plans that maximize wildlife movement
  - Provide buffers between development and wetland/riparian areas
  - Protect wetland/riparian areas through regulatory agency permitting process
  - Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries
  - Encourage preservation of native habitat on the undeveloped remainder of developed parcels
  - Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss
  - Use native, drought-resistant plant species in landscape design
  - Encourage participation in local/regional recreational trail design efforts

3.4.2 Environmental Setting

REGIONAL SETTING

The project site is located in Rancho Cucamonga, south of the foothills of the San Gabriel Mountains and Angeles National Forest in San Bernardino County, California. The site is located within the San Bernardino Valley, a large valley within Southern California at the southern base of the Transverse Ranges. The valley is bordered by the San Gabriel and San Bernardino Mountains to the north, the San Jacinto Mountains to the east, the Temescal Mountains and the Santa Ana Mountains to the south, and Pomona Valley to the west. Regionally, the project site is located in the Southern California Mountains and Valleys USDA Ecoregion, Fontana Plain-Calimesa Terraces subsection. The primary distinguishing characteristic of this ecoregion is its Mediterranean climate of hot dry summers and cool moist winters. The rainy season is typically between November and April. According to data from 1998 to 2024, the average maximum temperatures occur in August (94.9° F) and the average minimum temperature occurs in December (43.6° F). Average annual precipitation in the region is 11.6 inches (WRCC 2024).

PROJECT SITE SETTING

Site Background

The project property is the site of a decommissioned former electric power generating facility, the Etiwanda Generating Station. GenOn operated this facility until June 28, 2018. The project site has been developed since at least 1938, when it first was used as agricultural land. In 1951, the site was converted to an electric power generating facility. Buildings were added to the property, including boilers for steam generation, steel storage tanks for petroleum products, retention basins, large cooling towers, various mechanical equipment, and buildings used for administration and control operations. Two of the retention basins were added to the southwest portion of the site in 1952, and a boiler chemical cleaning basin was added in 1979 to the southeast corner of the property. By 1970, the site contained five process units that were responsible for producing electricity from fuel. Units 1 and 2, located in the eastern central area of the site, began operations in 1953. Units 3 and 4 began operations in 1963 and were built to the west of Unit 2. Unit 5 began operations in 1970 and was located southeast of Unit 1, near the entrance from Etiwanda Avenue.

During this time, cooling towers were added to the property. A row of four cooling towers was added to the western side of the property and two cooling towers were built along the northern border of the site, near the railway. Units 1, 2, and 5 were decommissioned in 2003, and all power generating operations ceased in June 2018 when units 3 and 4 were decommissioned. Two large aboveground storage tanks have been present in the southwestern corner of the property since at least 1985 and remain on site.

Formerly stormwater runoff from neighboring properties north of the railroad tracks was directed to two north-south conveyances, an unlined surface channel named the Chadwick Channel, and a 30-inch storm drainpipe. The channel entered the property between the two cooling towers located along the northern border of the property. The channel runs southwest through the property and terminates at an off-site retention basin south of the property. The drainpipe entered the site at the northeastern side of the property and exited near the southwest corner. This drainpipe had been removed from the property.

The site was first owned and operated by SoCal Edison until 1998 when Alta Power Generation LLC, a predecessor of GenOn, purchased the facility. When the facility was operational, around 80 percent the site was developed with pavement, gravel, or buildings, with the remaining 20 percent being undeveloped vegetated open space.

Existing Project Site Description

The project site is generally flat, with a gradual slope to the south. Most of the property is currently undeveloped and composed of bare ground and asphalt pavement with some areas vegetated with low-growing annuals and shrubs (See Figures 2-3 through 2-7). Tall trees are present off the site to the east along Etiwanda Avenue. Two large storage tanks occupy the southwestern corner of the property. A small number of bollards are present on site. Chain-link

fencing encloses the property. A stormwater drainage feature, called Chadwick Channel, bisects the site, flowing north to south through the center of the property (see Figure 2-8).

A paved asphalt road enters the property from the east through Etiwanda Avenue. This road is a continuation of Napa Street that allows for vehicular and pedestrian access. This road continues westward into the site for about a quarter of a mile. To the south of this road and along the southeastern border of the property is an open, sporadically vegetated area. A depression is present at the southeastern corner of this section. The depression was previously the site of a concrete-lined water retention basin that was demolished and partially filled with natural soils. The depression was not holding water at the time of the site visit, and no hydrophytic species were present in or near the depression. Evidence of ponding or surface water retention was not observed in the depression.

A vegetated strip of land is located between the road and the switchyard south of the property. This area is sloped to the south with a slight depression along the center. No signs or standing water or water flow were visible. This road branches off into a small number of paved roads heading south and west off the property. Near the south-center of the property, the road turns into a larger paved area that was previously used as a parking lot. Northeast of this section is another paved area where a building used to stand. All other roads and pavement have been removed from the site.

The northwestern section of the property is occupied by large, crushed concrete piles, discarded pipe, bare ground, and ruderal vegetation. The crushed concrete piles cover an approximately 500-foot by 350-foot area. Two piles of coarser crushed concrete are also present. These smaller piles are approximately 200 ft. by 50 ft., and 90 ft. by 70 ft. A graded depression was observed along one of these piles where cooling towers were previously located. No surface pooling or hydrophytic species were observed. A 150-foot-long pile of discarded concrete pipes is present near the western edge of the property. The remainder of this section is occupied by bare, uneven ground and vegetation. The areas of bare ground are composed of dry, fine sandy soil. Some areas are gravelly and rocky as well, likely from remnants of crushed asphalt and concrete. Equipment tracks were observed throughout this area.

The northeastern side of the property is vegetated with ruderal species. Soils in this area are fine sandy and gravelly. A depression was observed at the site of a previous cooling tower, east of the drainage channel. Temporary surface pooling was observed. A larger depression is present in the northeastern corner where a retention basin was recently removed. Temporary surface pooling was observed in the depression that remains. Ten-foot soil berms have been built up around this depression. Any linings have been removed, leaving a compacted native soil bed at the bottom of the basin.

A shallow channel, the Chadwick Channel, transects the project site originating from culvert outlets under the railroad discharging at the northern site boundary. The channel bottom is composed of native soils. The channel is shallow (less than 12 inches deep). Evidence of water flow is visible in the channel bottom through scour, deposition, and lack of vegetation. Vegetation along the flood plain and banks is primarily ruderal. The northern most portion of the channel, at the culvert outlets, is armored with large boulder rip rap. Flow direction is southward, passing over a paved site access road, and continuing off-site to a detention basin on the southern neighboring property.

VEGETATION COMMUNITIES AND LAND COVER

The project site is mostly bare ground or developed, and where vegetation is present it is vegetated in a patchy mosaic and highly disturbed. The native soil is fine, sandy, loamy, and dry. In several areas, crushed gravel from previous asphalt or concrete surfacing has been left behind and mixed with the natural soil. Vegetation is scattered throughout the project site with clusters of denser cover. Communities present include ruderal, scale broom scrub, and upland/riparian scrub.

Ruderal

Ruderal vegetation is present in patches throughout the site, with sparse cover of native and non-native grasses and forbs. The ground has been recently disturbed by heavy equipment and demolition of roads and buildings. Tilling and grading have also occurred in various areas throughout the site. These ruderal species are generally fast growers and can colonize open areas after disturbance. The most common species observed in the project site were prickly

lettuce (*Lactuca serriola*), telegraph weed (*Heterotheca grandiflora*), Spanish false fleabane (*Pulicaria paludosa*), flatspine bursage (*Ambrosia acanthicarpa*), Spanish clover (*Acmispon americanus*), Maltese star-thistle (*Centaurea melitensis*), Pomona milkvetch (*Astragalus pomonensis*), field mustard (*Brassica rapa*), datura (*Datura* sp.), cowpen daisy (*Verbesina encelioides*), white horehound (*Marrubium vulgare*), Jersey cudweed (*Gnaphalium luteoalbum*), turkey mullein (*Croton setiger*), tree tobacco (*Nicotiana glauca*), scale broom (*Lepidospartum squamatum*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemesia californica*), and spotted spurge (*Euphorbia maculata*).

The median dividing the road is densely populated with field mustard. To the south and southwest of the road, ruderal vegetation is present and creates an even but not dense cover of 10-40 percent. Within the drainage channel, ruderal vegetation is abundant. The drainage slopes are more heavily vegetated than the bottom of the channel. The flat areas east of the drainage are very sparsely vegetated with annuals. The depression left behind from the former cooling towers is more densely vegetated as it retains moisture. Similarly, the flat areas in the western portion of the site are less vegetated, while the two depressions (one from a cooling tower and one from a retention basin) retain moisture and therefore provide more opportunities for these species to grow.

Scale Broom Scrub

A small patch of scale broom scrub is present in the northwestern corner of the site. The species observed include scale broom, California buckwheat, California sagebrush, bush sunflower (*Encelia californica*), California croton (*Croton californicus*), and turkey mullein.

Upland/Riparian Scrub

A small patch of upland/riparian scrub vegetation is found in a limited expanse at the northern end of the Chadwick Channel. Species observed include mule fat (*Baccharis salicifolia*), tree of heaven (*Ailanthus altissima*), oleander (*Nerium oleander*), salt cedar (*Tamarix* sp.), and tree tobacco.

SENSITIVE BIOLOGICAL RESOURCES

Special-Status Species

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties that fall into one or more of the following categories, regardless of their legal or protection status:

- officially listed by the federal government under the ESA as endangered or threatened;
- officially listed by the State of California under the CESA as endangered, threatened, or rare;
- a candidate for state or federal listing;
- taxa (i.e., taxonomic category or group) that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists (State CEQA Guidelines, Section 15380);
- species identified by CDFW as species of special concern, which is a term applied by CDFW to animals not listed under ESA or CESA, but that are declining at a rate that could result in listing, or that historically occurred in low numbers and face known threats to their persistence;
- species listed as fully protected under the California Fish and Game Code;
- species afforded protection under local planning documents; and
- plant taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a CRPR of 1A, 1B, 2A, or 2B.

The term "California species of special concern" is applied by CDFW to animals not listed under ESA or CESA, but that are considered to be declining at a rate that could result in listing, or that historically occurred in low numbers and known threats to their persistence currently exist. CDFW's fully protected status was California's first attempt to identify and protect animals that were rare or facing extinction. Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA. Fully protected species may not be taken or possessed at any time and no take permits can be issued for these species except for scientific research purposes or for relocation to protect livestock.

A preliminary list of special-status plant and wildlife species with potential to occur in the project area was developed based on a review of the sources listed at the beginning of this chapter (CDFW 2024a, CNPS 2024, USFWS 2024a). Database queries and literature review identified 48 special-status plant species (Table 3.4-1) and 49 special-status wildlife species (Table 3.4-2) with recorded occurrences near the project site or surrounding quadrangles.

Table 3.4-1 Special-Status Plant Species Known to Occur in the Vicinity of the Project Area and Potential for Occurrence in the Project Site

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
chaparral sand-verbena *Abronia villosa* var. *aurita*	—	—	1B.1	Annual herb found on sandy soils in chaparral, coastal scrub, and desert dunes. 240–5,250 feet in elevation. Blooms March–September.	*Not expected to occur*. Habitat suitable for chaparral sand-verbena is not present on the project site.
singlewhorl burrobush *Ambrosia monogyra*	—	—	2B.2	Perennial shrub found on sandy soils in washes and dry riverbeds within chaparral and Sonoran desert scrub. 30–1,640 feet in elevation. Blooms August–November.	*Not expected to occur*. Habitat suitable for singlewhorl burrobush is not present on the project site.
San Diego ambrosia *Ambrosia pumila*	FE	—	1B.1	Perennial rhizomatous herb found on clay, loam, or sandy soils, sometimes alkaline, within chaparral, coastal scrub, and valley and foothill grassland. Persists where disturbance has been superficial. Sometimes on margins or near vernal pools. 60–1,360 feet in elevation. Blooms April–October.	*Not expected to occur*. Habitat suitable for San Diego ambrosia is not present on the project site.
Rock Creek broomrape *Aphyllon validum* ssp. *validum*	—	—	1B.2	Perennial parasitic herb found on slopes of loose, decomposed granitic soils in chaparral and pinyon-juniper woodland. Parasitic on various chaparral shrubs including *Garrya fremontii*. 3,380–6,560 feet in elevation. Blooms May–September.	*Not expected to occur*. Habitat suitable for Rock Creek broomrape is not present on the project site. The project site is below the known elevation range for this species.
San Gabriel manzanita *Arctostaphylos glandulosa* ssp. *gabrielensis*	—	—	1B.2	Perennial evergreen shrub found on rocky, granitic soils and outcrops in chaparral. Can be dominant shrub where it occurs. 1,950–4,920 feet in elevation. Blooms March.	*Not expected to occur*. Habitat suitable for San Gabriel manzanita is not present on the project site. The project site is below the known elevation range for this species.
marsh sandwort *Arenaria paludicola*	FE	SE	1B.1	Perennial stoloniferous herb found on sandy soils in openings in brackish and freshwater marshes. Usually found growing up through dense mats of *Typha*, *Juncus, Scirpus,* etc. 10–560 feet in elevation. Blooms May–August.	*Not expected to occur*. Habitat suitable for marsh sandwort is not present on the project site.

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
Braunton's milk-vetch *Astragalus brauntonii*	FE	—	1B.1	Perennial herb found on carbonate and sandstone soils, sometimes in recently burned or disturbed areas, within chaparral, coastal scrub, and valley and foothill grassland. Requires shallow soils (to defeat pocket gophers) and open areas, preferably on hilltops, saddles, or bowls between hills. 15–2,100 feet in elevation. Blooms January–August.	*Not expected to occur*. Habitat suitable for Braunton's milk-vetch is not present on the project site.
Coulter's saltbush *Atriplex coulteri*	—	—	1B.2	Perennial herb found on clay or alkaline soils in open sites within coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grassland. Prefers ocean bluffs, ridgetops, and alkaline low places. 10–1,510 feet in elevation. Blooms March–October.	*Not expected to occur*. Habitat suitable for Coulter's saltbush is not present on the project site.
Nevin's barberry *Berberis nevinii*	FE	SE	1B.1	Perennial evergreen shrub found on gravelly and sandy soils on steep, north-facing slopes or in low grade, sandy washes within chaparral, cismontane woodland, coastal scrub, and riparian scrub. 230–2,705 feet in elevation. Blooms March–June.	*Not expected to occur*. Habitat suitable for Nevin's barberry is not present on the project site.
slender mariposa-lily *Calochortus clavatus* var. *gracilis*	—	—	1B.2	Perennial bulbiferous herb found in shaded foothill canyons, often on grassy slopes, within chaparral, coastal scrub, and valley and foothill grassland. 1,050–3,280 feet in elevation. Blooms March–June.	*Not expected to occur*. Habitat suitable for slender mariposa-lily is not present on the project site.
intermediate mariposa-lily *Calochortus weedii* var. *intermedius*	—	—	1B.2	Perennial bulbiferous herb found on dry, rocky, calcareous slopes and rock outcrops within chaparral, coastal scrub, and valley and foothill grassland. 345–2,805 feet in elevation. Blooms May–July.	*Not expected to occur*. Habitat suitable for intermediate mariposa-lily is not present on the project site.
lucky morning-glory *Calystegia felix*	—	—	1B.1	Annual rhizomatous herb found on alkaline or loam soils in meadows, seeps, and alluvial riparian scrub. 100–705 feet in elevation. Blooms March–September.	*Not expected to occur*. Habitat suitable for lucky morning-glory is not present on the project site.
Santa Barbara morning-glory *Calystegia sepium* ssp. *binghamiae*	—	—	1A	Perennial rhizomatous herb found in coastal marshes. 15 feet in elevation. Blooms August. This species is known only from the type locality in Santa Barbara from 1886.	*Not expected to occur*. Habitat suitable for Santa Barbara morning-glory is not present on the project site. The project site is outside the known range and elevation range of the species.
smooth tarplant *Centromadia pungens* ssp. *laevis*	—	—	1B.1	Annual herb found on alkaline soils in chenopod scrub, alkali meadows, seeps, playas, riparian woodland, and valley and foothill grassland. 0–2,100 feet in elevation. Blooms April–September.	*Not expected to occur*. Habitat suitable for smooth tarplant is not present on the project site.
salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	FE	SE	1B.2	Annual hemiparasitic herb found in coastal dunes and coastal salt marsh. Limited to the higher zones of salt marsh habitat. 0–100 feet in elevation. Blooms May–October.	*Not expected to occur*. Habitat suitable for salt marsh bird's-beak is not present on the project site. The project site is above the known elevation range for this species.

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
Parry's spineflower *Chorizanthe parryi* var. *parryi*	—	—	1B.1	Annual herb found in openings on dry, rocky, and sandy soils in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Typically found on dry slopes and flats; sometimes at the interface of two vegetation types, such as chaparral and oak woodland. 900–4,000 feet in elevation. Blooms April–June.	*Not expected to occur*. Habitat suitable for Parry's spineflower is not present on the project site.
white-bracted spineflower *Chorizanthe xanti* var. *leucotheca*	—	—	1B.2	Annual herb found on gravelly and sandy soils or alluvial fans in coastal scrub, Mojavean desert scrub, and pinyon-juniper woodland. 985–3,940 feet in elevation. Blooms April–June.	*Not expected to occur*. Habitat suitable for white-bracted spineflower is not present on the project site.
California saw-grass *Cladium californicum*	—	—	2B.2	Perennial rhizomatous herb found in alkaline and freshwater marshes, meadows, and seeps. 190–5,250 feet in elevation. Blooms June–September.	*Not expected to occur*. Habitat suitable for California saw-grass is not present on the project site.
Perison's spring beauty *Claytonia peirsonii* ssp. *peirsonii*	—	—	1B.2	Perennial herb found on granitic and metamorphic scree and talus slopes, often with a sandy or fine soil component, within subalpine coniferous forest and upper montane coniferous forest. 4,950–9,010 feet in elevation. Blooms May–June.	*Not expected to occur*. Habitat suitable for Perison's spring beauty is not present on the project site. The project site is below the known elevation range for this species.
Tulare cryptantha *Cryptantha incana*	—	—	1B.3	Annual herb found on gravelly, rocky soils in lower montane coniferous forest. 4,690–7,060 feet in elevation. Blooms June–August.	*Not expected to occur*. Habitat suitable for Tulare cryptantha is not present on the project site. The project site is below the known elevation range for this species.
slender-horned spineflower *Dodecahema leptoceras*	FE	SE	1B.1	Annual herb found on sandy soils on alluvial fans, flood-deposited terraces, and washes within chaparral, cismontane woodland, and coastal scrub. Associates include *Encelia, Delea, Lepidospartum,* etc. 655–2,500 feet in elevation. Blooms April–June.	*Not expected to occur*. Habitat suitable for slender-horned spineflower is not present on the project site.
many-stemmed dudleya *Dudleya multicaulis*	—	—	1B.2	Perennial herb found on heavy, often clay soils or grassy slopes within chaparral, coastal scrub, and valley and foothill grassland. 50–2,590 feet in elevation. Blooms April–July.	*Not expected to occur*. Habitat suitable for many-stemmed dudleya is not present on the project site.
Santa Ana River woollystar *Eriastrum densifolium* ssp. *sanctorum*	FE	SE	1B.1	Perennial herb found on gravelly or sandy soils on river floodplains or terraced alluvial fans within chaparral and coastal scrub. 300–2,000 feet in elevation. Blooms April–September.	*Not expected to occur*. Habitat suitable for Santa Ana River woollystar is not present on the project site.
Johnston's buckwheat *Eriogonum microthecum* var. *johnstonii*	—	—	1B.3	Perennial deciduous shrub found on slopes and ridges in rocky granitic or limestone soils within subalpine coniferous forest and upper montane coniferous forest. 6,000–9,600 feet in elevation. Blooms July–September.	*Not expected to occur*. Habitat suitable for Johnston's buckwheat is not present on the project site. The project site is below the known elevation range for this species.
mesa horkelia *Horkelia cuneata* var. *puberula*	—	—	1B.1	Perennial herb found on gravelly or sandy soils in maritime chaparral, cismontane woodland, and coastal scrub. 230–2,660 feet in elevation. Blooms February–July.	*Not expected to occur*. Habitat suitable for mesa horkelia is not present on the project site.

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	—	—	1B.1	Annual herb usually found on alkaline soils in coastal salt marshes, playas, sinks, and vernal pools. 0–4,010 feet in elevation. Blooms February–June.	*Not expected to occur*. Habitat suitable for Coulter's goldfields is not present on the project site.
lemon lily *Lilium parryi*	—	—	1B.2	Perennial bulbiferous herb found on wet, mountainous terrain within lower montane coniferous forest, meadows, seeps, riparian forest, and upper montane coniferous forest. Generally in forested areas on shady edges of streams and open boggy meadows and seeps. 4,000–9,000 feet in elevation. Blooms July–August.	*Not expected to occur*. Habitat suitable for lemon lily is not present on the project site. The project site is below the known elevation range for this species.
San Gabriel linanthus *Linanthus concinnus*	—	—	1B.2	Annual herb found on dry, rocky slopes in openings within chaparral, lower montane coniferous forest, and upper montane coniferous forest. 4,990–9,190 feet in elevation. Blooms April–July.	*Not expected to occur*. Habitat suitable for San Gabriel linanthus is not present on the project site. The project site is below the known elevation range for this species.
Parish's desert-thorn *Lycium parishii*	—	—	2B.3	Perennial shrub found in coastal scrub and Sonoran desert scrub. 445–3,280 feet in elevation. Blooms March–April.	*Not expected to occur*. Habitat suitable for Parish's desert-thorn is not present on the project site.
Parish's bush-mallow *Malacothamnus parishii*	—	—	1A	Perennial deciduous shrub found in washes within chaparral and coastal scrub. 1,000–1,500 feet in elevation. Blooms June–July. This species is known only from the type locality in San Bernardino County in 1895.	*Not expected to occur*. Habitat suitable for Parish's bush-mallow is not present on the project site.
Jokerst's monardella *Monardella australis* ssp. *jokerstii*	—	—	1B.1	Perennial rhizomatous herb found on alluvial terraces, scree, slopes, talus, and washes within chaparral and lower montane coniferous forest. Typically found on steep scree or talus slopes between *Breccia.* Less often found on alluvial benches along drainages and washes. 4,430–5,740 feet in elevation. Blooms July–September.	*Not expected to occur*. Habitat suitable for Jokerst's monardella is not present on the project site. The project site is below the known elevation range for this species.
Brown's Flat monardella *Monardella breweri* ssp. *glandulifera*	—	—	1B.2	Annual herb found in dry, grassy openings and ridgetops in chaparral and sparse lower montane coniferous forest. 4,270–4,920 feet in elevation. Blooms May–August.	*Not expected to occur*. Habitat suitable for Brown's Flat monardella is not present on the project site. The project site is below the known elevation range for this species.
Hall's monardella *Monardella macrantha* ssp. *hallii*	—	—	1B.3	Perennial rhizomatous herb found on dry slopes and ridges in openings within broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. 2,400–7,200 feet in elevation. Blooms June–October.	*Not expected to occur*. Habitat suitable for Hall's monardella is not present on the project site. The project site is below the known elevation range for this species.
Pringle's monardella *Monardella pringlei*	—	—	1A	Annual herb found on sandy soils on hills in coastal scrub. 990–1,310 feet in elevation. Blooms May–June. Last seen in 1941. Known from only two occurrences from the vicinity of Colton, CA.	*Not expected to occur*. Habitat suitable for Pringle's monardella is not present on the project site.

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
aparejo grass *Muhlenbergia utilis*	—	—	2B.2	Perennial rhizomatous grass found on alkaline or serpentine soils in chaparral, cismontane woodland, coastal scrub, marshes, swamps, meadows, and seeps. 80–7,.630 feet in elevation. Blooms March–October.	*Not expected to occur*. Habitat suitable for aparejo grass is not present on the project site.
prostrate vernal pool navarretia *Navarretia prostrata*	—	—	1B.2	Annual herb found on alkaline soils and mesic sites within coastal scrub, meadows, seeps, alkaline grassland, and vernal pools. 10–3,970 feet in elevation. Blooms April–July.	*Not expected to occur*. Habitat suitable for prostrate vernal pool navarretia is not present on the project site.
short-joint beavertail *Opuntia basilaris* var. *brachyclada*	—	—	1B.2	Perennial cactus found on sandy or coarse granitic loam soils in chaparral, Joshua tree "woodland", Mojavean desert scrub, and pinyon-juniper woodland. 1,400–5,900 feet in elevation. Blooms April–June.	*Not expected to occur*. Habitat suitable for short-joint beavertail is not present on the project site.
woolly mountain-parsley *Oreonana vestita*	—	—	1B.3	Perennial herb found on high ridges on gravelly soils, scree, and talus in lower montane coniferous forest, upper montane coniferous forest, and subalpine coniferous forest. 5,300–11,490 feet in elevation. Blooms March–September.	*Not expected to occur*. Habitat suitable for woolly mountain-parsley is not present on the project site. The project site is below the known elevation range for this species.
Brand's star phacelia *Phacelia stellaris*	—	—	1B.1	Annual herb found in open areas within coastal dunes and coastal scrub. 0–1,310 feet in elevation. Blooms March–June.	*Not expected to occur*. Habitat suitable for Brand's star phacelia is not present on the project site.
white rabbit-tobacco *Pseudognaphalium leucocephalum*	—	—	2B.2	Perennial herb found on gravelly or sandy soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland. 0–6,890 feet in elevation. Blooms August–November.	*Not expected to occur*. Habitat suitable for white rabbit-tobacco is not present on the project site.
Sanford's arrowhead *Sagittaria sanfordii*	—	—	1B.2	Perennial, rhizomatous, emergent herb found in standing or slow-moving, shallow, freshwater ponds, marshes, and ditches. 0–2,140 feet in elevation. Blooms May–October.	*Not expected to occur*. Habitat suitable for Sanford's arrowhead is not present on the project site.
chaparral ragwort *Senecio aphanactis*	—	—	2B.2	Annual herb found on drying, alkaline soils in flats within chaparral, cismontane woodland, and coastal scrub. 50–2,630 feet in elevation. Blooms January–April.	*Not expected to occur*. Habitat suitable for chaparral ragwort is not present on the project site.
salt spring checkerbloom *Sidalcea neomexicana*	—	—	2B.2	Perennial herb found on alkaline and mesic sites in chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas. 50–5,020 feet in elevation. Blooms March–June.	*Not expected to occur*. Habitat suitable for salt spring checkerbloom is not present on the project site.
prairie wedge grass *Sphenopholis obtusata*	—	—	2B.2	Perennial grass found on open, mesic sites, along rivers, springs, and alkaline desert seeps within cismontane woodland, meadows, and seeps. 985–6,560 feet in elevation. Blooms April–July.	*Not expected to occur*. Habitat suitable for prairie wedge grass is not present on the project site.
San Bernardino aster *Symphyotrichum defoliatum*	—	—	1B.2	Perennial rhizomatous herb found on vernally mesic grasslands or near ditches, streambanks, and springs within cismontane woodland, coastal scrub, lower montane coniferous forest, marshes, swamps, meadows, seeps, and vernally mesic grassland. Shows some affinity for disturbed areas. 0–6,700 feet in elevation. Blooms July–November.	*Not expected to occur*. Habitat suitable for San Bernardino aster is not present on the project site.

Species[1]	Listing Status[2] Federal	Listing Status[2] State	CRPR[2]	Habitat	Potential for Occurrence
Greata's aster *Symphyotrichum greatae*	—	—	1B.3	Perennial rhizomatous herb found on mesic sites in canyons within broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and riparian woodland. 990–6,600 feet in elevation. Blooms June–October.	*Not expected to occur*. Habitat suitable for Greata's aster is not present on the project site.
rigid fringepod *Thysanocarpus rigidus*	—	—	1B.2	Annual herb found on dry, rocky slopes and ridges in pinyon-juniper woodland. 1,970–7,220 feet in elevation. Blooms February–May.	*Not expected to occur*. Habitat suitable for rigid fringepod is not present on the project site. The project site is below the known elevation range for this species.
grey-leaved violet *Viola pinetorum* ssp. *grisea*	—	—	1B.2	Perennial herb found on dry mountain peaks and slopes within meadows, upper montane coniferous forest, and subalpine coniferous forest. 4,920–11,160 feet in elevation. Blooms April–July.	*Not expected to occur*. Habitat suitable for grey-leaved violet is not present on the project site. The project site is below the known elevation range for this species.

Notes: CRPR = California Rare Plant Rank; CEQA = California Environmental Quality Act

[1] Nomenclature according to Jepson Flora Project 2024.

[2] Listing Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)

State:

SE State Listed as Endangered (legally protected by CESA)

California Rare Plant Ranks (CRPR):

1A Plant presumed extirpated in California and either rare or extinct elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
1B Plant species considered rare, threatened, or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
2B Plant species considered rare, threatened, or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

CRPR Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)
0.3 Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Sources: CDFW 2024a; CNPS 2024; USFWS 2024a.

Table 3.4-2 Special-Status Wildlife Species Known to Occur in the Vicinity of the Project Area and Potential for Occurrence in the Project Site

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Amphibians and Reptiles				
southwestern pond turtle *Actinemys pallida*	FPT	SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.3 mile from water for egg-laying. Western pond turtles prefer areas that provide cover from predators, such as vegetation and algae, as well as basking sites for thermoregulation. Adults tend to favor deeper, slow-moving water, whereas hatchlings search for slow and shallow water that is slightly warmer. Terrestrial habitats are used for egg laying and wintering and usually consist of burrows in leaves and soil.	*Not expected to occur*. Habitat suitable for southwestern pond turtle is not present on the project site.
arroyo toad *Anaxyrus californicus*	FE	—	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.	*Not expected to occur*. Habitat suitable for arroyo toad is not present on the project site.
Southern California legless lizard *Anniella stebbinsi*	—	SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	*Not expected to occur*. Habitat suitable for Southern California legless lizard is not present on the project site.
California glossy snake *Arizona elegans occidentalis*	—	SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils. Nocturnal, hides underground under rocks, burrows, or loose soil during daytime. Found in desert, chaparral, sagebrush, rocky washes, grasslands, valley-foothill hardwood, and pinyon-juniper woodland. Prefer open sandy areas with scattered brush. Water is not an important habitat element. Feed primarily on lizards. Elevations from below sea level to 6,000 feet.	*Not expected to occur*. The project site provides loose, fine, sandy soil and open areas that California glossy snake requires, but the site is recently disturbed from tilling and earthwork. In addition, there is limited forage and refuge available for this species in the project site. The project site is isolated from areas of natural habitat.
coastal whiptail *Aspidoscelis tigris stejnegeri*	—	SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm, sandy, or rocky soil.	*Not expected to occur*. Habitat suitable for coastal whiptail is not present on the project site.
San Diego banded gecko *Coleonyx variegatus abbottii*	—	SSC	Coastal and cismontane southern California. Found in granite or rocky outcrops in coastal scrub and chaparral habitats.	*Not expected to occur*. Habitat suitable for San Diego banded gecko is not present on the project site. The project site is outside the current known range of the species.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
red-diamond rattlesnake *Crotalus ruber*	—	SSC	Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks, or surface cover objects.	*Not expected to occur.* Habitat suitable for red-diamond rattlesnake is not present on the project site. The project site is outside the current known range of the species.
coast horned lizard *Phrynosoma blainvillii*	—	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	*Not expected to occur.* The project site provides the loose, sandy soils that coast horned lizard requires, but the site is recently disturbed from tilling and earthwork. There is limited forage and refuge available for this species in the project site. The nearest known occurrence is a 1991 record approximately 0.6 miles north of the project site. However, this occurrence is believed to be extirpated (CDFW 2024a). The project site is isolated from areas of natural habitat.
foothill yellow-legged frog – south coast DPS *Rana boylii pop. 6*	FE	SE	Southern Coast Ranges from Monterey Bay south through San Gabriel Mountains; west of the Salinas River in Monterey County south through Transverse Ranges, and east through San Gabriel Mountains. Historically may have ranged to Baja California. Partly shaded shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying and at least 15 weeks to attain metamorphosis.	*Not expected to occur.* Habitat suitable for foothill yellow-legged frog – south coast DPS is not present on the project site. The project site is outside the current known range of the species.
southern mountain yellow-legged frog *Rana muscosa*	FE	SE	Disjunct populations known from southern Sierra Nevada (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mountains (southern DPS). Found at 1,000 to 12,000 feet in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes. Often encountered within a few feet of water. Tadpoles may require 2 - 4 years to complete their aquatic development.	*Not expected to occur.* Habitat suitable for southern mountain yellow-legged frog is not present on the project site.
western spadefoot *Spea hammondii*	FPT	SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	*Not expected to occur.* Habitat suitable for western spadefoot is not present on the project site. Stormwater retention basins may hold water during winter, but surrounding vegetation is lacking.
Coast Range newt *Taricha torosa*	—	SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 0.6 mile to breed in ponds, reservoirs, and slow-moving streams.	*Not expected to occur.* Habitat suitable for Coast Range newt is not present on the project site.
two-striped gartersnake *Thamnophis hammondii*	—	SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 feet elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	*Not expected to occur.* Habitat suitable for two-striped gartersnake is not present on the project site.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Birds				
tricolored blackbird *Agelaius tricolor*	—	ST SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few miles of the colony.	*Not expected to occur*. Habitat suitable for tricolored blackbird is not present on the project site.
grasshopper sparrow *Ammodramus savannarum*	—	SSC	Dense grasslands on rolling hills, lowland plains, in valleys, and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs, and scattered shrubs. Loosely colonial when nesting	*Not expected to occur*. Habitat suitable for grasshopper sparrow is not present on the project site.
golden eagle *Aquila chrysaetos*	—	FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	*Not expected to occur*. Habitat suitable for golden eagle is not present on the project site.
long-eared owl *Asio otus*	—	SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.	*Not expected to occur*. Habitat suitable for long-eared owl is not present on the project site.
burrowing owl *Athene cunicularia*	—	SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	*Not expected to occur*. Habitat suitable for burrowing owl is not present on the project site. No appropriate burrowing sites and a lack of small mammals burrows to occupy. Project site is highly disturbed.
Swainson's hawk *Buteo swainsoni*	—	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	*Not expected to occur*. The project site supports does not support nesting or foraging habitat for Swainson's hawk. There are no known occurrences of this species within 10 miles of the project site (CDFW 2024a).
coastal cactus wren *Campylorhynchus brunneicapillus sandiegensis*	—	SSC	Southern California coastal sage scrub. Wrens require tall *Opuntia* cactus for nesting and roosting.	*Not expected to occur*. Habitat suitable for coastal cactus wren is not present on the project site. The project site is outside the current known range of the species.
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	*Not expected to occur*. Habitat suitable for western yellow-billed cuckoo is not present on the project site. The project site is outside the current known range of the species.
yellow rail *Coturnicops noveboracensis*	—	SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands	*Not expected to occur*. Habitat suitable for yellow rail is not present on the project site. The project site is outside the current known range of the species.
black swift *Cypseloides niger*	—	SSC	Coastal belt of Santa Cruz and Monterey Counties; central and southern Sierra Nevada; San Bernardino and San Jacinto Mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	*Not expected to occur*. Habitat suitable for black swift is not present on the project site.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
white-tailed kite *Elanus leucurus*	—	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	*Not expected to occur*. The project site does not support nesting or foraging habitat for white-tailed kite.
southwestern willow flycatcher *Empidonax traillii extimus*	FE	SE	Riparian woodlands in southern California.	*Not expected to occur*. Habitat suitable for southwestern willow flycatcher is not present on the project site.
yellow-breasted chat *Icteria virens*	—	SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.	*Not expected to occur*. Habitat suitable for yellow-breasted chat is not present on the project site.
loggerhead shrike *Lanius ludovicianus*	—	SSC	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting. Loggerhead shrike is a year-round resident in most areas of California that contain grasslands, open areas, orchards, and areas with scattered trees. It feeds on small vertebrates and invertebrates and impales prey on thorns or barbed wire. Nests in thorny vegetation, trees, shrubs, brush piles, or tumbleweeds 2-4 feet above ground.	*Not expected to occur*. The project site does not support nesting or foraging habitat in trees and shrubs on site. Could fly over the site during dispersal.
California black rail *Laterallus jamaicensis coturniculus*	—	ST FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	*Not expected to occur*. Habitat suitable for California black rail is not present on the project site.
coastal California gnatcatcher *Polioptila californica californica*	FT	SSC	Obligate, permanent resident of coastal sage scrub below 2,500 feet in southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	*Not expected to occur*. Habitat suitable for coastal California gnatcatcher is not present on the project site.
yellow warbler *Setophaga petechia*	—	SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders	*Not expected to occur*. Habitat suitable for yellow warbler is not present on the project site.
least Bell's vireo *Vireo bellii pusillus*	FE	SE	Summer resident of southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 feet. Nests placed along margins of bushes or on twigs projecting into pathways.	*Not expected to occur*. Habitat suitable for least Bell's vireo is not present on the project site.
Fish				
Santa Ana sucker *Catostomus santaanae*	FT	—	Endemic to Los Angeles Basin south coastal streams. Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	*Not expected to occur*. The project site does not support aquatic habitat suitable for Santa Ana sucker.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
arroyo chub *Gila orcuttii*	—	SSC	Native to streams from Malibu Creek to San Luis Rey River Basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego River basins. Slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	*Not expected to occur*. The project site does not support aquatic habitat suitable for arroyo chub.
steelhead – southern California DPS *Oncorhynchus mykiss irideus pop. 10*	FE	SCE	Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	*Not expected to occur*. The project site does not support aquatic habitat suitable for steelhead – southern California DPS.
Santa Ana speckled dace *Rhinichthys osculus ssp. 8*	—	SSC	Headwaters of the Santa Ana and San Gabriel Rivers. May be extirpated from the Los Angeles River system. Requires permanent flowing streams with summer water temperatures of 17-20°C. Usually inhabits shallow cobble and gravel riffles.	*Not expected to occur*. The project site does not support aquatic habitat suitable for Santa Ana speckled dace.
Invertebrates				
Crotch bumble bee *Bombus crotchii*	—	SCE	Coastal California east to the Sierra-Cascade crest and south into Mexico. Found between San Diego and Redding in a variety of habitats where floral resources are present, including open grasslands, shrublands, chaparral, desert margins, and semi-urban settings. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia*, and *Eriogonum*.	*Not expected to occur*. Habitat suitable for Crotch bumble bee is not present on the project site. Preferred food sources for this species are very limited within the project site.
Monarch butterfly *Danaus plexippus*	FC	—	Monarch butterfly habitat requirements include host plants for larvae; adult nectar sources; and sites for roosting, thermoregulation, mating, hibernation, and predator escape. Additionally, monarch butterfly requires conditions and resources for initiating and completing migration both to and from winter roosting areas. Along their migration routes and on their summer ranges, monarch butterflies require two suites of plants: (1) host plants for monarch caterpillars, which are primarily milkweeds (*Asclepias* spp.) within the family Apocynaceae upon which adult monarchs lay eggs; and (2) nectar-producing flowering plants of many other species that provide food for adult butterflies. Having both host and nectar plants available from early spring to late fall and along migration corridors is critical to the survival of migrating pollinators. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	*Not expected to occur*. Habitat suitable for monarch butterfly is not present on the project site. Forage resources for this species are limited within the project site. The project area is not located within the overwintering range of monarch butterfly.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
quino checkerspot butterfly *Euphydryas editha quino*	FE	—	Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego Counties. Hills and mesas near the coast. Need high densities of food plants *Plantago erecta*, *P. insularis*, and *Orthocarpus purpurascens*.	*Not expected to occur*. Habitat suitable for quino checkerspot butterfly is not present on the project site. The project site is outside the current known range of the species.
Delhi Sands flower-loving fly *Rhaphiomidas terminatus abdominalis*	FE	—	Found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside Counties. Requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. Oviposition requires shade.	*Not expected to occur*. Habitat suitable for Delhi Sands flower-loving fly is not present on the project site. The Delhi Sands required by this species are not present.
Mammals				
Pallid bat *Antrozous pallidus*	—	SSC	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	*Not expected to occur*. The project site contains large trees that may provide roosting habitat for pallid bats. However, the highly urbanized nature of the project site and surrounding areas precludes this species from roosting on the project site.
San Bernardino kangaroo rat *Dipodomys merriami parvus*	FE	SE SSC	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains. Needs early to intermediate seral stages.	*Not expected to occur*. Although the project site has marginal scrub habitat associated with one of the stormwater retention basins, it is surrounded by development and is disconnected from any known populations. Foraging habitat and food sources are very limited in the project site and surrounding area. The nearest known occurrence is a 1994 record approximately 1.6 miles southwest of the project site. However, this occurrence is believed to be extirpated (CDFW 2024a).
Stephens' kangaroo rat *Dipodomys stephensi*	FT	ST	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover. Prefers buckwheat, chamise, brome grass, and filaree. Will burrow into firm soil.	*Not expected to occur*. Although the project site has marginal scrub habitat associated with one of the stormwater retention basins, it is surrounded by development and is disconnected from any known populations. Foraging habitat and food sources are very limited in the project site and surrounding area. The project site is outside the current known range of the species. There are no known occurrences of this species within 10 miles of the Project site (CDFW 2024a).
western mastiff bat *Eumops perotis californicus*	—	SSC	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	*Not expected to occur*. The project site does not support roosting or foraging habitat. The nearest known occurrence is a 1992 record approximately 3.4 miles north of the project site.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
western yellow bat *Lasiurus xanthinus*	—	SSC	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.	*Not expected to occur*. The project site does not support roosting or foraging habitat suitable for this species. The stormwater retention basins on the project site do not provide consistent water or moisture necessary for insect captures. The nearest known occurrence is a 1984 record approximately 4.1 miles west of the project site.
San Diego desert woodrat *Neotoma lepida intermedia*	—	SSC	Coastal scrub of southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops, rocky cliffs, and slopes.	*Not expected to occur*. The project site does not support habitat suitable habitat for this species. Foraging habitat and food sources are very limited in the project site and surrounding area. The nearest known occurrence is a 2002 record approximately 0.5 mile northwest of the project site.
pocketed free-tailed bat *Nyctinomops femorosaccus*	—	SSC	Variety of arid areas in southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc. Rocky areas with high cliffs.	*Not expected to occur*. Habitat suitable for pocketed free-tailed bat is not present on the project site.
big free-tailed bat *Nyctinomops macrotis*	—	SSC	Low-lying arid areas in southern California. Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	*Not expected to occur*. Habitat suitable for big free-tailed bat is not present on the project site.
desert bighorn sheep *Ovis canadensis nelsoni*	—	FP	Widely distributed from the White Mountains in Mono County to the Chocolate Mountains in Imperial County. Open, rocky, steep areas with available water and herbaceous forage.	*Not expected to occur*. Habitat suitable for desert bighorn sheep is not present on the project site. The project site is outside the current known range of the species.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	—	SSC	Lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin. Open ground with fine, sandy soils. May not dig extensive burrows, hiding under weeds and dead leaves instead.	*Not expected to occur*. The project site does not support habitat suitable for this species. Foraging habitat and food sources are very limited in the project site and surrounding area. The nearest known occurrence is a 1999 record approximately 0.9 mile east of the project site.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act.

[1] Listing Status Definitions

Federal:

FC Candidate for Listing under ESA (not legally protected by ESA)
FE Federally Listed as Endangered (legally protected)
FT Federally Listed as Threatened (legally protected)
FPT Proposed for Listing as Threatened (not legally protected)

State:

FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SE State Listed as Endangered (legally protected)
ST State Listed as Threatened (legally protected)
SCE Candidate for Listing under CESA (legally protected)

Sources: CDFW 2024a; CNPS 2024; USFWS 2024a.

State and Federally Protected Aquatic Resources

The drainage channel (Chadwick Channel) in the project site is not mapped by the National Wetlands Inventory (NWI) or the National Hydrography Dataset (NHD). The former water retention basin in the northeastern corner of the property is mapped as freshwater pond by the NWI. This basin has since been demolished. No existing features on site are mapped by the NWI. No NHD water flow features were identified in the Study Area.

The Chadwick Channel is a manmade unlined stormwater drainage channel with natural, native soils. The drainage flows north to south through the center of the property, curving west near the northern border of the property. The channel collects and directs stormwater runoff to a retention basin south of the property. Rainwater from facilities north of the property is directed to the channel, which enters the property through a culvert that passes below the railroad tracks. The channel is approximately 6 feet deep, 60 feet wide, and 0.25 mile long with a shallow sloped bank. According to the Biological Resources Technical Report prepared for the project (Kleinfelder 2024), the jurisdictional area of this feature encompasses approximately 1.75 acres. Evidence of a small active channel was observed running down the center of the feature measuring 10 feet across and one foot deep. The channel was dry at the time of the site visit. Rows of piled riprap are placed across the channel as velocity reduction bars.

The channel was reportedly unvegetated in September 2020 according to the Phase 1 ESA from Path Forward Partners, Inc., but it was well vegetated at the time of the August 2023 site visit. Tree of heaven, mule fat, oleander, salt cedar, tree tobacco, and bottlebrush (*Callistemon* sp.) were present in the channel, with the hydrophytic species concentrated in in the northern section. Annual forbs and grasses were present along the entire drainage, the most prevalent species being prickly lettuce, telegraph weed, Spanish false fleabane, flatspine bursage, Spanish clover, Maltese star thistle (*Centaurea melitensis*), and field mustard.

Due to the urban nature of the project site and surrounding area, a lack of native plant communities within and adjacent to the project site, and the disturbed condition of the channel itself, the Chadwick Channel provides little to no habitat value for wildlife species. The channel likely does provide limited beneficial effects on groundwater recharge and flood prevention.

The low flow / active channel exhibits evidence of flowing water through sedimentation and scour. A discernible bed and bank are evident. A larger flood plain extends from the active channel forming the bottom of the channel. Low gradient banks slope to the surrounding site elevation with the top of bank forming a berm higher than the surrounding site elevations. Vegetation within the channel is primarily ruderal comprised of non-native grasses and forbs with some native shrubs and herbaceous species intermixed. Flows from Chadwick Channel do not have hydraulic connectivity to traditionally navigable waters; therefore, it is not a tributary to a water of the U.S. The channel is also not a relatively permanent, standing, or continuously flowing body of water Therefore, the channel is not a water of the U.S. and is not regulated under the Clean Water Act. However, the channel would be considered a water of the State and therefore would be regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607). The NWI mapped the now-demolished man-made water retention basin in the northeastern corner of the property as a 3.98-acre freshwater pond. The basin was described as a palustrine, nontidal, and permanently flooded wetland with an unconsolidated bottom. Aerial imagery from 2020 and 2021 of the basin suggests it was fully concrete lined. The basin was previously used to store water that was then pumped through the cooling towers. The basin has been drained since 2020 and was used to store stormwater before its demolition. According to aerial imagery, the basin had been removed and partially graded by May 2023.

Sensitive Natural Communities

Sensitive natural communities are those native plant communities defined by CDFW as having limited distribution statewide or within a county or region and that are often vulnerable to environmental effects of projects (CDFW 2024b). These communities may or may not contain special-status plants or their habitat. CDFW designates sensitive natural communities based on their state rarity and threat ranking using NatureServe's Heritage Methodology. Natural communities with rarity ranks of S1 to S3, where S1 is critically imperiled, S2 is imperiled, and S3 is vulnerable, are considered sensitive natural communities to be addressed in the environmental review processes of CEQA. Many riparian plant communities qualify as sensitive natural communities based on the plant associations therein. In addition, riparian habitats are protected under Section 1602 of California Fish and Game Code.

There are no vegetation alliances designated as sensitive natural communities within or adjacent to the project site. The Chadwick Channel does support some species associated with riparian habitats, including mule fat and saltcedar. However, these species occur patchily, are associated with a man-made feature, are considered invasive (saltcedar), and do not meet the membership requirements of any sensitive natural community.

Designated Critical Habitat

Critical habitats are specific geographic areas considered essential for the conservation of a species listed as endangered or threatened under the federal Endangered Species Act. Critical habitat may include an area not currently used by an endangered or threatened species, but that will be needed for species recovery. A review of GIS-based habitat data for *USFWS Critical Habitat for Threatened and Endangered Species* (USFWS 2024b) shows that the project site is not located within any USFWS-designated critical habitat for any listed species. The nearest designated Critical Habitat is for the San Bernardino kangaroo rat (*Dipodomys merriami parvus*) approximately 2.7 miles north of the property, and for the coastal California gnatcatcher (*Polioptila californica californica*) 4.2 miles south of the property.

Wildlife Nursery Sites

The project site does not support known native wildlife nursery sites, such as deer fawning areas or colonial nesting bird rookeries. No native wildlife nursery sites have been identified on the project site.

Wildlife Movement Corridors

Wildlife movement corridors are considered an important ecological resource by various agencies (CDFW and USFWS) and under CEQA. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas that provide essential habitat features for wildlife species. Areas of human disturbance or urban development can fragment wildlife habitats and impede wildlife movement between areas of suitable habitat. This fragmentation creates isolated "islands" of vegetation that may not provide sufficient area to support sustainable populations and can adversely affect genetic and species diversity. Movement corridors can mitigate the effects of this fragmentation by allowing animals to move between remaining habitats and promoting genetic exchange between separate populations.

The study area is not positioned within known important wildlife movement or migratory corridors, including any natural landscape block or Essential Connectivity Area as defined by the California Essential Habitat Connectivity Project (Spencer et al. 2010). The project site is a historically developed and disturbed site with limited ruderal vegetation that does not provide cover for medium or large sized wildlife. Fencing around much of the site limits access to the site for larger species. Surrounding areas are highly developed and industrialized and do not provide habitat for most species.

Heritage Trees

A tree survey has not been conducted within the project site. However, several trees on the project site may meet the City of Rancho Cucamonga definition of a heritage tree (see the discussion of the City of Rancho Cucamonga Municipal Code in Section 3.4.1, "*Regulatory Setting*").

3.4.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This impact evaluation is based on data collected during a reconnaissance-level field survey conducted in August 2023, review of aerial photographs, review of existing databases that address biological resources in the project vicinity, and review of existing resource reports as described above.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a potentially significant biological resources impact if it would:

- 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 CDFW or USFWS;
- 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 CDFW or USFWS;
- have a substantial adverse effect on state or federally protected aquatic resources (including, but not limited to, marsh, vernal pool, coastal, lake, pond, stream, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

ISSUES NOT DISCUSSED FURTHER

Special-Status Plants

The project site does not contain habitat suitable for special-status plant species; therefore, project implementation would not result in any impact on special-status plants. This issue is not discussed further.

Special-Status Wildlife

The project site does not contain habitat suitable for special-status wildlife species; therefore, project implementation would not result in any impact on special-status wildlife. This issue is not discussed further.

Riparian Habitat or Other Sensitive Natural Communities

No sensitive natural communities and no riparian habitat are located in or immediately adjacent to the project site or off-site improvement areas. Therefore, project implementation would not result in any impact on these resources. This issue is not discussed further.

Wildlife Movement Corridors or Nurseries

According to the California Essential Habitat Connectivity Project, the project site is not located in a Natural Landscape Block or Essential Habitat Connectivity Area (Spencer et al. 2010), because the site does not provide an important connection between any areas of natural habitat that would be isolated if the connection were lost. Although wildlife may pass through the site occasionally, it is unlikely that the site functions as a significant wildlife movement corridor or wildlife nursery site, because the site and the area surrounding it lack natural habitat. In addition, through Standard Condition of Approval 5.4-4, the City requires vegetation removal associated with construction activities to occur between September 16 and March 14; a preconstruction survey and specified measures to protect active nests, if found, are required for vegetation removal between March 15 and September 15. Therefore, implementing the project would not interfere substantially with the movement of any native resident or migratory wildlife species, and no impact would occur. This issue is not discussed further.

Consistency with Habitat Conservation Plans

The project site is not within the plan area of any adopted Habitat Conservation Plan or Natural Community Conservation Plan; therefore, no impact regarding consistency with such plans would occur. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Result in Degradation or Loss of State or Federally Protected Aquatic Resources

Construction of the proposed warehousing complex would include direct removal of the Chadwick Channel, which is a water of the State regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607). Chadwick Channel is not a federally-protected water of the U.S. Therefore, removal of Chadwick Channel would result in the loss of a State but not a federally protected aquatic resource. This impact is **potentially significant**. However, with implementation of Mitigation Measure 3.4-1 the proposed project would result in no net loss of State protected aquatic resources. This impact is **less than significant with mitigation**.

Aquatic habitat on the project site is limited to Chadwick Channel. This riverine feature would not be considered a Water of the United States because it does not have hydraulic connectivity to any traditionally navigable waters; therefore, it is not a tributary to a water of the U.S. The channel is also not a relatively permanent, standing, or continuously flowing body of water. Therefore, the channel does not fall under the jurisdiction of the Clean Water Act. However, the state of California defines Water of the State broadly to include any surface or groundwater within the boundaries of the state. Therefore, Chadwick Channel is considered a water of the State and would be regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607). The project applicant shall comply with the waste discharge requirements established by the Santa Ana RWQCB in the Basin Plan for the Santa Ana River Basin, adopted on January 24, 1995, and last updated in June 2019 as described in Section 3.9, "Hydrology and Water Quality." Proposed project construction shall implement statewide National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements, which include implementation of a project-specific stormwater pollution prevention plan and best management practices to reduce pollutants in stormwater runoff leaving the construction site. Compliance with the statewide NPDES Construction General Permit would ensure that construction activities do not result in stormwater discharges that would violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB.

Pursuant to Division 2, Chapter 6, Section 1600 et seq. of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake which supports fish or wildlife. Under Fish and Game Code Section 1602 (Lake and Streambed Alteration Agreements), CDFW takes regulatory authority over the lake and stream zone which is defined as the top of bank or outside extent of riparian vegetation, whichever is greatest.

As discussed above, the Chadwick Channel provides little to no habitat value for wildlife species. However, the channel likely does provide limited beneficial effects on groundwater recharge and flood prevention. Under the proposed project, the existing channel would be replaced with a 3-foot by 7-foot reinforced concrete box culvert that would be constructed in the same approximate location as the existing, onsite channel. Similar to the existing Chadwick Channel, this box culvert would direct stormwater runoff to a retention basin south of the project site. Implementation of the proposed project would result in the removal of 1.75 acres of the Chadwick Channel, a State protected aquatic resource. Therefore, this impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.4-1: Require No Net Loss of Ecological Functions for State Protected Aquatic Resources

The following shall be implemented prior to initiation of construction activities within Chadwick Channel to achieve no net loss of ecological functions of State protected aquatic resources:

- The project applicant shall notify CDFW before commencing activity that may divert the natural flow or otherwise alter the bed, bank, or riparian corridor of Chadwick Channel, which is protected pursuant to Section 1602 of the Fish and Game Code. The applicant shall obtain a Streambed Alteration Agreement from CDFW before such activity commences. The applicant shall conduct project construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of Chadwick Channel. These pre-construction measures shall

include but are not limited to demarcation of the construction area, biological monitoring, environmental awareness training for construction crews, and compensatory measures. The pre-construction and compensatory measures shall result in no net loss of the existing ecological functions that the Chadwick Channel provides (i.e. groundwater recharge and flood prevention). If compensatory mitigation is required as part of the Streambed Alteration Agreement, the following actions would feasibly achieve the standard of no net loss of existing ecological functions of Chadwick Channel:

- Purchase of appropriate mitigation credits at a CDFW-approved mitigation bank;
- Payment into a CDFW-approved in-lieu fee fund; or
- Permittee responsible on-site/off-site establishment, re-establishment, enhancement, rehabilitation, and/or preservation.

CDFW will have final approval of any required compensatory mitigation measures as part of the Streambed Alteration Agreement process.

Significance after Mitigation

Implementation of Mitigation Measures 3.4-1 would reduce potential direct and indirect (i.e., downstream) impacts on Chadwick Channel by implementing measures that result in no net loss of existing ecological functions. This impact is **less than significant with mitigation**.

Impact 3.4-2: Conflict with Local Policies and Ordinances

Implementation of the project would result in the direct removal of trees that may be considered heritage trees under the RCMC. However, as a condition of approval, the proposed project would be required to comply with the City's Tree Protection Ordinance, codified in Chapter 17.80 of the RCMC. Chapter 17.16.080 of the RCMC allows for the removal of heritage trees pursuant to compliance with the requirements established in Chapter 17.16.080, which requires submittal of a tree report prepared by a qualified arborist outlining the type and condition of the heritage trees proposed for removal. Therefore, with adherence to the applied condition of approval, the proposed project would be found in compliance with Chapter 17.16.080 of the RCMC. Therefore, construction and operation of the proposed project would not conflict with local policies and ordinances protecting biological resources. This impact is **less than significant.**

Construction of the proposed warehousing complex would involve removal of trees that may qualify as heritage trees (refer to the discussion of the RCMC in Section 3.4.1, "*Regulatory Setting*"). All onsite vegetation and trees would be removed during project construction. As a condition of approval, the proposed project would be required to comply with the City's Tree Protection Ordinance, codified in Chapter 17.80 of the RCMC. Heritage trees would be protected if feasible during construction activities and the removal of such trees would only be sought as a last resort. If the removal of heritage trees is required, and tree removal permits would be obtained pursuant to Chapter 17.16.080 of the RCMC prior to the removal or relocation of any heritage trees. Chapter 17.16.080 of the RCMC requires submittal of a tree report prepared by a qualified arborist outlining the type and condition of the heritage trees proposed for removal prior to any construction or removal activities. The requirements of Chapter 17.16.080 have been established by the City to account for the removal of heritage trees and therefore, serves to minimize any significant effects to heritage trees. Therefore, with adherence to the applied condition of approval, the proposed project would comply with RCMC Chapters 17.80 and 17.16.080. Therefore, the impact on heritage trees from implementation of the proposed project is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.5 ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126 and Appendix F of the CEQA guidelines, which require that EIRs include a discussion of the potential energy impacts of projects. The analysis considers whether implementing the proposed plan would result in inefficient, wasteful, and unnecessary consumption of energy. or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The analysis in this section is based on the CalEEMod modeling used for energy calculations conducted by Ascent in 2025 (Appendix B). The "Methodology" discussion provides further detail on the approach used in this evaluation. No public comments related to energy were received in response to the Notice of Preparation (Appendix A).

3.5.1 Regulatory Setting

Energy conservation is embodied in many federal, state, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the US Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for the installation of renewable energy systems and offers the Flex Your Power program, which promotes conservation in multiple areas. At the local level, individual cities and counties often establish policies in their general plans and climate action plans (CAPs) related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

FEDERAL

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the US Department of Transportation, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. The most recent CAFE standards are for model years (MYs) 2024–2026. The amended CAFE standards increase in stringency for both passenger cars and light trucks, by 8 percent per year for MYs 2024–2025 and by 10 percent per year for MY 2026. The National Highway Traffic Safety Administration currently projects that the standards will require, on an average industry fleet-wide basis, roughly 49 miles per gallon in MY 2026 (49 Code of Federal Regulations Section 531 et seq.). Based on information generated under the CAFE program, the US Department of Transportation is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally-fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce US dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020 — an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 California Energy Action Plan (2008 update). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

California Energy Efficiency Strategic Plan

September 18, 2008, CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Plan articulates the long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates programmatic goals known as the "Big Bold Energy Efficiency Strategies" that were established by the CPUC in Decisions D.07 10 032 and D.07 12 051: in which the state has ambitious goals for the development of zero net energy buildings. These include:

- All new commercial construction will be ZNE by 2030, and
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (Public Resources Code Section 25301[a]). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2023 IEPR is the most recent IEPR. The 2023 IEPR provides a summary of priority energy issues currently facing the state, outlining strategies and recommendations to further the state's goal of ensuring reliable, affordable, and environmentally responsible energy sources. The report contains an assessment of major energy trends and issues within California's electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources, protect the environment, ensure reliable, secure, and diverse energy supplies, enhance the state's economy, and protect public health and safety. Topics covered in the 2021 IEPR include building decarbonization, coordination between state energy agencies, decarbonizing the state's natural gas system, increasing transportation efficiencies, improving energy reliability and an assessment of the California Energy Demand Forecast. The 2023 energy demand forecast reflects increasing electricity demand, particularly in the transportation sector and buildings, as well as increased onsite solar generation and battery storage (CEC 2024a).

Renewables Portfolio Standard

The State passed legislation referred to as the Renewables Portfolio Standard that requires increasing use of renewable energy to produce electricity for consumers. California utilities were required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011) and going forward are required to generate 52 percent by 2027; 60 percent by 2030; and 100 percent by 2045 SB 100 of 2018). On September 16, 2022, SB 1020 was signed into law. This bill supersedes the goals of SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. It also establishes energy efficiency targets that achieve statewide, cumulative doubling of the energy efficiency savings in electricity and natural gas end uses by the end of 2030.

Assembly Bill 1007: State Alternative Fuels Plan

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

California Building Energy Efficiency Standards and California Green Building Standards (Title 24, Part 6 and Part 11)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and nonresidential

buildings. The CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The current California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into on-site generation by requiring solar photovoltaic (PV) on new homes, providing significant GHG savings. The most recent is the 2025 California Energy Code, which advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, encouraging electric-ready buildings, updating solar PV system and battery storage standards for high-rise multi-family and nonresidential buildings, updating space conditioning system control standards for nonresidential buildings, and updating ventilation requirements in multifamily buildings. CEC estimates that the 2022 California Energy Code will save consumers $4.8 billion over the next 30 years (CEC 2024b).

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2025 CALGreen Code, which takes effect on January 1, 2026. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, California Plumbing Code for water efficiency and waste diversion, and California Building Code for indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

AB 1279 and 2022 Scoping Plan for Achieving Carbon Neutrality

On September 16, 2022, the state legislature passed AB 1279 which codified stringent emissions targets for the state of achieving carbon neutrality and an 85-percent reduction in 1990 emissions level by 2045. CARB released the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, as also directed by AB 1279 (CARB 2022). The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality and an 85-percent reduction in 1990 emissions goal by 2045 using a combined top down, bottoms up approach using various scenarios. The 2022 Scoping Plan calls for the transition from fossil fuels to fully electric, decarbonized energy to power buildings and zero-emission vehicles. CARB adopted the 2022 Scoping Plan on December 16, 2022.

California Energy Action Plan

The 2025 California Energy Action Plan updates statewide strategies for existing building decarbonization. The 2025 Energy Action Plan presents a statewide, multiagency perspective on ways to achieve greater decarbonization of existing buildings through improved energy efficiency, electrification, and supporting strategies. The analysis that supports the recommendations is broken into 21 topics that present major issues to building decarbonization. The topics include those covered in previous action plans, such as energy efficiency and demand response, along with associated efforts such as sources of financing, agency coordination, and workforce training, along with new topics that have increased in relevance, such as electrification, load flexibility beyond demand response, refrigerants, and equity (CEC 2025).

LOCAL

Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan (PlanRC 2040) is a roadmap that encompasses the aspirations and values of the community (City of Rancho Cucamonga 2021a). Specific to energy, PlanRC 2040 includes numerous goals and policies that contribute to the energy efficiency, energy conservation, and the deployment of clean energy in the city within the Resource Conservation Element. These goals and policies are summarized below.

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

- **RC-6.1 Climate Action Plan**. Maintain and implement a Climate Action Plan (CAP) that provides best management practices for reducing greenhouse gas emissions.

- RC-6.2 Renewable Energy. Encourage renewable energy installations and facilitate green technology and business.
- RC-6.3 Reduce Energy Consumption. Encourage a reduction in community-wide energy consumption.
- RC-6.10 Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.

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

- RC-7.4 New Off-Road Equipment. When feasible, require that offroad equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.
- RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.
- RC-7.9 Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- RC-7.10 Alternate Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Rancho Cucamonga Code of Ordinances

The following chapters from the Rancho Cucamonga Code of Ordinances are applicable to the project:

Chapter 17.50.020 Implementation of Green Building Energy:

A. Nonresidential (including mixed-use) development. New buildings, or substantial, shall comply with all mandatory provisions of the "City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential)" as maintained by the planning director and as required by the California CalGreen Building Code.

C. All municipal projects undertaken by the city shall:

1. Implement all mandatory provisions of the "City of Rancho Cucamonga, Green Building Code Compliance Matrix (Nonresidential)," as maintained by the planning director.
2. For all buildings over 7,500 square feet, all of the Tier 1 provisions of the CalGreen Building Code shall be implemented or 100 points shall be achieved based on the optional provisions of the "City of Rancho Cucamonga, Green Building Code Compliance Matrix (Nonresidential)."
3. Substantial renovation is defined for purposes of this chapter to include any renovation, rehabilitation, restoration, or repair work that includes floor area equal to 35 percent or more of the existing floor area, or the addition of new floors. The calculation shall include attached garages, but not include detached garages. For the purpose of calculation, the increase in floor area shall be aggregated over a three-year period.

Chapter 17.76.020 Alternate Energy Systems and Facilities:

B. In the Neo-Industrial (NI) and Industrial Employment (IE) Zones an on-site renewable energy system must be provided on all new industrial developments that include the construction of a new building, which meets the following standards.

- The renewable energy system may be a solar collector system or other form of on-site renewable energy, provided such renewable energy source is recognized by the State of California as a renewable resource under the Renewable Portfolio Standard Program.

- The renewable energy system shall be built to generate an amount of electricity sufficient to meet the following criteria:
  - Annualized building demand based on the approved use or, if no use is proposed, then the demand for the most energy intensive use that could occupy the building; and
  - Annualized demand required to charge fully electric vehicles and trucks, assuming that all vehicles and trucks to the site are fully electric; and
  - A reasonable rate of efficiency loss over ten years.

Rancho Cucamonga Climate Action Plan

The City adopted its CAP as part of the General Plan Update in December 2021. The CAP aims to address climate change and improve resiliency for our community by establishing Greenhouse Gas emission reduction targets of 31 percent by 2030 and 47 percent by 2040.

Key efforts that support the goals outlined in the City's plan include initiatives such as:

- expanding electric vehicle charging infrastructure,
- supporting the transition of the power grid to renewable sources,
- improving energy efficiency in City-owned facilities,
- growing and maintaining an urban forest,
- connecting pedestrian paths and bikeways throughout the city to encourage active transportation, and
- conserving water at City-owned facilities.

The CAP proposes goals, strategies, and measures to reduce communitywide and municipal GHG emissions in the categories of zero emission and clean fuels, efficient and carbon free buildings, renewable energy and zero carbon electricity, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation. These measures would act to reduce resource consumption by increasing energy efficiency, promoting renewable energy, and promoting the use of zero emission vehicles and clean vehicles to reduce fossil fuel combustion.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City does not require any standard conditions that relate to energy.

3.5.2 Environmental Setting

PHYSICAL SETTING

Energy Facilities and Services in the Project Area

Energy usage is typically quantified using the British Thermal Unit (Btu). Total energy usage in California was 7,359 trillion Btus in 2022 (the most recent year for which this specific data is available), which equates to an average of 189 million Btus per capita. Of California's total energy usage, the breakdown by sector is 37.8 percent transportation, 23.2 percent industrial, 19.0 percent commercial, and 20.0 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2024).

The Rancho Cucamonga Municipal Utility (RCMU) provides electricity to over 2,000 metered businesses and residents in the southeastern portion of the City of Rancho Cucamonga, including the project area. RCMU provides residential and commercial service to limited areas in the City, while the remainder of the electrical services in the city are provided by

Southern California Edison (SCE). Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours, kilowatt-hours, or gigawatt-hours. In 2023, RCMU provided its customers with 27 percent eligible renewable energy, all in the form of solar energy, 3.7 percent from large scale hydroelectric, and 69 percent from unspecified power that is electricity purchased through open market transactions and is not traceable to a specific generation source (RCMU 2024).

Alternative Fuels

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including:

- biodiesel,
- electricity,
- ethanol (E-10 and E-85),
- hydrogen,
- natural gas (methane in the form of compressed and liquefied natural gas),
- propane,
- renewable diesel (including biomass-to-liquid),
- synthetic fuels, and
- gas-to-liquid and coal-to-liquid fuels.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of July 2024, California contained over 18,000 alternative fueling stations (AFDC 2024). Based on the City's Electric Vehicle Readiness Plan (City of Rancho Cucamonga 2021b), the City will need to have a total of 272 public charging plugs by 2025, and 405 public charging plugs by 2030, to match the growing ownership of EVs. There are 80 charging stations in the City as of November 2024 (PlugShare 2024).

ENERGY USE AND CLIMATE CHANGE

For an analysis of proposed project's greenhouse gas (GHG) emissions impacts, refer to Section 3.7, "Greenhouse Gas Emissions and Climate Change."

3.5.3 Impacts and Mitigation Measures

METHODOLOGY

Implementation of the proposed project would result in energy use during construction and operation of the various land uses. Energy use associated with construction equipment activities includes the operation of off-road equipment as well as employees' vehicles and haul trucks. Energy use associated with operations would include fuel combustion in yard equipment, worker vehicles, and heavy-duty trucks.

Energy use during construction was estimated using a combination of emission methods and emissions factors from published best available documentation. Energy usage associated with fuel consumption was calculated by converting the GHG emissions estimated for the GHG analysis using default emission factors (EPA 2024) and fuel economy from EMFAC. A full list of assumptions and emissions and energy calculations can be found in Appendix B.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a potentially significant energy impact if it would:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

Implementation of the proposed warehouse complex would increase fuel (gasoline and diesel) and electricity consumption. Construction-related energy consumption would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. Operational energy consumption would include fuel consumption associated with trucks, workers, and equipment, as well as energy use associated with electricity consumption that would increase energy consumption relative to existing conditions. Nevertheless, the proposed plan would allow for development that is not inherently energy efficient. Therefore, operation of the proposed project would result in the wasteful, inefficient, or unnecessary use of energy. This impact would be **significant**. However, implementation of Mitigation Measure 3.2-2a, 3.2-2b, 3.7-1a, and 3.7-1b, along with the project's all-electric building design and the project's design features to include energy and water efficiency measures, would be sufficient to reduce this impact to **less than significant** with mitigation.

Construction-Related Energy

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport materials associated with the proposed project's construction. Construction of the proposed project would have a duration of approximately 22 months. During construction, diesel fuel would be consumed by equipment and heavy-duty trucks, while construction worker commute vehicles would be primarily powered by gasoline (Table 3.5-1). See Appendix B for detailed modeling assumptions and outputs.

Table 3.5-1 Estimated Construction-Related Energy Consumption

Fuel Type	Diesel (Gallons)
Diesel	58,772
Gasoline	72,595

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from trucks.
Source: Modeled by Ascent in 2025.

While construction activities would require fuel and other energy sources that are nonrecoverable, this energy usage would be temporary and would cease once construction is complete. Typically, construction contractors strive to complete construction projects efficiently to meet project schedules and minimize cost. Thus, only the necessary amount of fuel would be consumed to complete the proposed project's construction. To be consistent with General Plan Policy RC-7.4, the proposed project would, when feasible, require that offroad equipment, such as forklifts and yard tugs, be electric or fueled using clean fuel sources to further reduce energy consumption. Furthermore, there is no evidence to suggest that construction-related energy demand associated with the proposed project would be atypical. As such, nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner during the construction when compared to other construction activity in the region.

Operational Building Energy

The operation of the proposed warehouse buildings would involve the use of electricity for lighting, refrigeration, space and water heating, air conditioning, and appliances. Operation the proposed project would increase electricity consumption in the region relative to existing conditions (Table 3.5-2). Building energy consumption was estimated using CalEEMod defaults for the project's land uses.

Table 3.5-2 Estimated Operational Building Energy Consumption

Land Use	Energy Consumption (MWh/year)
Unrefrigerated Warehouse	4,798
Cold Storage	2,527
Office	1,047
Parking	1,336
Total	**9,707**

Note: MWh/year = megawatt-hours per year.

Source: Calculations by Ascent in 2024.

All buildings would be constructed in accordance with the requirements of the applicable building codes (e.g., Title 24), which include minimum requirements for energy efficiency performance. The proposed project would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area), electric vehicle (EV) chargers at automobile parking stalls, LED lighting, low-flow plumbing fixtures, and drought-tolerant landscaping (See Chapter 2, "Project Description"). Each of the proposed buildings would include electrical room space oversized by 25 percent (relative to the size needed to accommodate the project as proposed) to accommodate future expansion of electric vehicle charging capability on the project site. The proposed project would comply with RCMC Chapter 17.50, Implementation of Green Building Code. As such, all of the new buildings would comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the planning director and as required by the California CALGreen Building Code.

While the proposed project would comply with the requirements of the applicable building codes, the project is inherently energy inefficient due to the proposed warehouse uses, where energy usage could still be substantial. For that reason, impacts related to operational energy usage would be significant.

Operational Transportation Energy

Operation of proposed project would result in fuel consumption related to heavy duty truck trips and worker commute vehicles traveling to and from the project site, as well as from the use yard equipment use within the project site to handle cargo. Worker commute trips are assumed to be via gasoline-powered light duty automobiles and trucks, while heavy duty trucks, and all yard equipment, are assumed to be diesel-powered. Operational transportation-related fuel estimates are summarized in Table 3.5-3.

Table 3.5-3 Estimated Operational Transportation Energy Consumption

Source	Fuel Type	Gallons Per Year
Fuel Consumption by Source		
Trucks	Diesel	1,033,443
Workers	Gasoline	408,441
TRUs	Diesel	138,725
Yard Trucks	Diesel	23,074
Forklifts	Diesel	257,555
Total Fuel Consumption		
Trucks, TRUs, Yard Trucks, Forklifts	Diesel	1,452,797
Worker Trips	Gasoline	408,441

Source: Calculations by Ascent in 2025.

The proposed project would result in the operation of new warehouse uses at the project site that would result in in new truck and worker commute trips, new equipment usage, and new building energy usage within the project area. As detailed in Table 3.13-7 of Section 3.13,"Transportation and Circulation," the proposed project is anticipated to generate VMT per employee that exceeds the City's VMT threshold of 22.3 VMT per service population before mitigation. However, as shown in Table 3.13-9, VMT per employee is anticipated to generate VMT per employee that meets the City's VMT threshold after the implementation of mitigation measures aimed at reducing employee commute trips and VMT (Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d). However, as shown in Table 3.13-8, the project's effect on regional VMT would increase and would exceed the City's threshold of 24.01 VMT per service population within the 30-mile boundary area. Because VMT in the 30-mile analysis area would increase greater than the threshold, fuel consumption from worker commute vehicle and cargo trucks would increase proportional with passenger car and truck VMT. Therefore, energy usage associated with operational transportation would increase with project implementation and impacts are considered significant.

Conclusion

While construction and operation of proposed project would result in increased use of electricity, gasoline, and diesel, the estimated energy usage and consumption for the proposed project is typical of warehouse, cold storage, and office uses of similar size. Furthermore, only the amount of fuel necessary to complete construction of the proposed project would be used as construction-related fuel consumption would be optimized to the greatest extent possible, as construction contractors strive to only use the amount of fuel necessary to complete the project to avoid unnecessary costs.

Nevertheless, even with adherence to applicable building codes and the City requirements, implementation of the proposed project would develop and operate new warehouse, cold storage, and office uses, which would substantially increase energy usage and consumption on the project site compared to existing conditions (i.e., undeveloped, vacant site). In addition, while the project would incorporate energy efficiency features as discussed above, warehouse and cold storage uses by nature require large amounts of energy for operation and therefore, are not considered energy efficient uses even with incorporation of energy efficient features. As such, the increase in energy usage and consumption needed for the development and operation of the proposed project is considered significant. Therefore, operation of the proposed project would result in **significant** impacts related to the wasteful, inefficient, or unnecessary use of energy.

Mitigation Measures

Implement **Mitigation Measures 3.2-2a** and **3.2-2b** in Section 3.2, "Air Quality," and **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change."

Significance after Mitigation

Implementation of Mitigation Measures 3.2-2a and 3.2-2b would reduce fossil fuel energy demand through the requirement for zero emission yard equipment and EV charging to support the use of electric automobiles and trucks. Implementation of Mitigation Measures 3.7-1a and 3.7-1b would reduce the proposed project's energy demand through the requirement for zero emission construction equipment and the installation of renewable energy to support all of the project's electricity needs. Implementation of these measures, along with the project's all-electric building design and the project's design features to include energy and water efficiency measures, would be sufficient to reduce this impact to a less-than-significant level if otherwise not prescribed. Thus, this impact would be **less than significant with mitigation.**

Impact 3.5-2: Conflict With or Obstruct A State or Local Plan for Renewable Energy or Energy Efficiency

While the proposed project would largely adhere to the goals and policies of the City's General Plan and CAP and would comply with the requirements of applicable building codes, the project would conflict with Policy RC 6.2 of the Rancho Cucamonga General Plan and would not include all measures and policies within the City's CAP that address zero emissions technologies, renewable energy, and VMT reductions. Therefore, the proposed project would result in **significant** impacts related to conflicting with the City's CAP, the State's Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. However, implementation of Mitigation Measures 3.7-1a and 3.7-1b would reduce the proposed project's energy demand through the implementation of energy efficiency and renewable energy in building design; inclusion of low-emission vehicles; requirement for zero emission equipment; and use of clean construction fleets. Implementation of Mitigation Measures 3.7-1a and 3.7-1b would ensure compliance with the City's CAP, the State's Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. Thus, this impact would be **less than significant** with mitigation.

As discussed in Section 3.5.1, "Regulatory Setting," the applicable renewable energy or energy efficiency plans to the project include the City's General Plan and CAP, as well as the California Energy Efficiency Action Plan. The City's CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City achieve GHG reductions. Reduction strategies address GHG emissions associated with zero emission and clean fuels, efficient and carbon free buildings, renewable energy and zero carbon electricity, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation. The reduction in GHG emissions also leads to a reduction in energy consumption by reducing fossil fuel consumption through the transition to zero emission and clean fuels, reducing energy consumption through energy efficiency measures, and increasing renewable energy that reduces fossil fuel consumption from traditional electricity sources. Implementing the CAP and its measures will reduce energy consumption within the city into the foreseeable future.

The proposed project would result in an overall increase in energy consumption during the construction and operation of the project. As detailed in the discussion of Impact 3.5-1, the proposed project would result in an increase in VMT that would meet the City's VMT target for project-generated (worker) VMT but would exceed the City's VMT target for the effect on regional VMT. As outlined in Section 3.13, "Transportation," implementation of PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians, and PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code, which require future tenants to implement transit demand management measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips, would reduce VMT and associated fuel consumption from worker commutes. However, there are no applicable policies from the City's General Plan or requirements from the Development Code which would reduce the project's effects on regional VMT.

The proposed project would incorporate many design features that are consistent with the local and state plans. The project would be consistent with the Rancho Cucamonga General Plan Policy RC 6.2 (renewable energy), Policy RC 7.9 (passive solar design), and the CAP and General Plan Policy RC 6.1 (climate action plan) by installing solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area). The project would also be consistent with the CAP and General Plan Policy RC 6.1 (climate action plan) by installing electric vehicle (EV) chargers at automobile parking stalls. Additionally, the proposed project would be consistent with General Plan Policy RC 7.7 (sustainable design) by installing LED lighting and installing roofs on each proposed building, which would have a solar reflective value of 78 or greater. Approximately 3 percent of each building's roof area would be skylights. Each of the proposed buildings would include electrical room space oversized by 25 percent (relative to the size needed to accommodate the project as proposed) to accommodate future expansion of electric vehicle charging capability on the project site. These features would ensure that the proposed project would be consistent with Policy RC 7.7 (sustainable design).

The project applicant intends to seek Leadership in Energy and Environmental Design® (LEED) Silver certification for the proposed project. Project features that would meet LEED Silver certification requirements include:

- Reduce outdoor water consumption to levels at least 25 percent beyond minimum code requirements; and
- Reduce installed interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below the minimum requirements of the California Building Energy Code (2022).

The proposed project would be required, at minimum, to comply with the 2025 California Energy Code requirements for new development. As the California Energy Code is updated on a triennial basis, buildings would become more efficient over time as they are required to comply with the increasingly stringent standards of each iteration of the Energy Code. Consistency with the California Energy Code would ensure consistency with the State Energy Efficiency Action Plan, which focuses on increasing energy efficiency and decarbonization in commercial and industrial buildings.

While the proposed project would comply with the requirements of the General Plan and applicable building codes, the project would conflict with the CAP because Rancho Cucamonga General Plan Policy RC 6.2 only encourages, but does not require, the installation of renewable energy. The CAP Checklist recommends that industrial projects in the IE zone to comply with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B., regarding on-site renewable energy systems. This requirement would increase the usage of renewable energy beyond the current Energy Code, consistent with the CAP. However, as the proposed project is currently designed, it would not be fully consistent with the requirements for equipment electrification and renewable energy requirements of the City's CAP. For that reason, the impact related to renewable energy plans would be **significant**.

Mitigation Measures

Implement **Mitigation Measures 3.7-1a** and **3.7-1b** in Section 3.7, "Greenhouse Gas Emissions and Climate Change."

Significance after Mitigation

Implementation of Mitigation Measures 3.7-1a and 3.7-1b would reduce the proposed project's energy demand through the implementation of energy efficiency and renewable energy in building design; inclusion of low-emission vehicles; requirement for zero emission equipment; and use of clean construction fleets. This would ensure compliance with the City's CAP, State Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. Thus, this impact would be **less than significant with mitigation.**

3.6 GEOLOGY AND SOILS

This section describes existing conditions relative to geology and soils at the Etiwanda Commerce Center project site. It includes a description of the geology, soils, analysis of environmental impacts, and recommendations for mitigation measures for any significant or potentially significant impacts. The primary source of information used for this analysis is the Preliminary Geotechnical and Geohazards Technical Report for the Etiwanda Commerce Center Project (Preliminary Geotechnical Report) (Kleinfelder 2024) (Appendix E) and Appendix A of the Draft Cultural Resources Technical Report for the Etiwanda Commerce Center Project (ASM 2023) (Appendix D). No comment letters regarding geology and soils were received in response to the Notice of Preparation.

3.6.1 Regulatory Setting

FEDERAL

National Earthquake Hazards Reduction Act

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States. To accomplish this, the act established the National Earthquake Hazards Reduction Program (NEHRP). The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities.

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (PRC Section 2621-2630) intends to reduce the risk to life and property from surface fault rupture during earthquakes by regulating construction in active fault corridors, and by prohibiting the location of most types of structures intended for human occupancy across the traces of active faults. The act defines criteria for identifying active faults, giving legal support to terms such as active and inactive, and establishes a process for reviewing building proposals in Earthquake Fault Zones. Under the Alquist-Priolo Act, faults are zoned and construction along or across these zones is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for purposes of the act as within the last 11,000 years). A fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Bryant and Hart 2007). Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards.

Seismic Hazards Mapping Act

The intention of the Seismic Hazards Mapping Act of 1990 (PRC Section 2690–2699.6) is to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The act's provisions are similar in concept to those of the Alquist-Priolo Act: The State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development.

California Building Standards Code

The California Building Standards Code (CBSC) (California Code of Regulations, Title 24) is based on the International Building Code. The CBSC has been modified from the International Building Code for California conditions, with more detailed and/or more stringent regulations. The CBSC is composed of 12 "Parts", and Part 2 is the California Building Code (CBC), which contains general building design and construction requirements related to fire and life safety, structural safety, and access compliance. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16, Structural Design, of the CBC. The CBC identifies seismic factors that must be considered in structural design. Chapter 18, Soils and Foundations, of the CBC regulates the excavation of foundations and retaining walls, while Chapter 18A, Soils and Foundations, regulates construction on unstable soils, such as expansive soils and areas subject to liquefaction, and Appendix J, Grading, regulates grading activities, including drainage and erosion control. The CBC contains a provision that provides for a preliminary soil report to be prepared to identify "…the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects." (CBC Chapter 18 §1803.1.1.1).

California Public Resources Code

Several sections of the PRC protect paleontological resources. Section 5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury, and defacement of any paleontological feature on public lands (lands under state, county, city, district, or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission.

LOCAL

Rancho Cucamonga General Plan

The City of Rancho Cucamonga (City) General Plan (PlanRC) sets forth planning strategies pertaining to resource conservation, safety, and noise in Volume 3: Environmental Performance (City of Rancho Cucamonga 2021a). Goals, objectives, and policies related to geology and soils and applicable to the proposed project include the following:

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

- **S-2.1 Fault Setbacks.** Require minimum setbacks for structures proposed for human occupancy within State and City Special Study Zones. Setbacks will be based on minimum standards established under State law and recommendations of a Certified Engineering Geologist and/or Geo-technical Engineer.

Soil Erosion Control Ordinance

The City has adopted by reference Chapter 1 of Division 2 of Title 6 of the San Bernardino County Code, "Control of Blowing Sand and Soil Erosion" (now codified in the Rancho Cucamonga Municipal Code [RCMC] in Title 8 Health and Safety, Chapter 8.16) for the purpose of controlling blowing sand and preventing soil erosion by wind within the city limits. A soil erosion permit is required for any ground disturbance (excavating, leveling, cultivating, disking, plowing, removing residues, or spreading a soil) and for recreational use of off-road vehicles, but exempts activities such as roadway or utility line construction and maintenance, land clearing for fire prevention, soil testing, disturbance of one acre or less, use of a Noble blade within a vineyard, and agricultural practices within an agricultural preserve. This permit is applicable to all land located within the city's boundaries.

Rancho Cucamonga Municipal Code

The RCMC has adopted by reference the 2022 California Building Code in Chapter 15.12 Building Code, which includes sections on public welfare regarding the risks of earthquakes, slope stability and hillside development, and grading; and onsite wastewater treatment systems consistent with regional water quality control board standards and basin plans to protect groundwater quality.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to geology, soils and paleontological resources, compliance with which would minimize or avoid adverse impacts.

- 5.7-2: All future building pads shall be seeded and irrigated for erosion control. Detailed plans shall be included in the landscape and irrigation plans to be submitted for Planning Department approval prior to the issuance of building permits.
- 5.7-3: A geological report shall be prepared for an individual project by a qualified engineer or geologist and submitted at the time of application for grading plan check.
- 5.7-4: The final grading plan, appropriate certifications, and compaction reports shall be completed, submitted, and approved by the Building and Safety Official prior to the issuance of building permits.
- 5.7-5: A separate grading plan check submittal is required for all new construction projects and for existing buildings where improvements being proposed will generate 50 cubic yards or more of combined cut and fill. The grading plan shall be prepared, stamped, and signed by a California-registered civil engineer.
- 5.7-6: A soils report shall be prepared by a qualified engineer licensed by the State of California to perform such work.
- 5.7-7: If any paleontological resource (i.e., plant or animal fossils) is encountered before or during grading, the developer shall retain a qualified paleontologist to monitor construction activities and take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:
  - Assign a paleontological monitor—trained and equipped to allow the rapid removal of fossils with minimal construction delay—to the site full-time during the interval of earth-disturbing activities.
  - Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find.
  - Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to the San Bernardino County Museum.
  - Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy to the report to San Bernardino County Museum.

3.6.2 Environmental Setting

REGIONAL GEOLOGY

The County General Plan Draft Environmental Impact Report (County General Plan DEIR) stated that the region sits at the base of the San Bernardino and San Gabriel Mountains in an area of low relief, consisting predominantly of alluvial fans and plains that range from 500 to 3,500 feet above mean sea level. Beneath the surface, the region consists of deep alluvial-filled basins that receive sediment transported from the San Gabriel Mountains and San Bernardino Mountains, with groundwater depths ranging from very shallow to relatively deep. In addition, the San Andreas, San Jacinto, Chino-Central Avenue, Cucamonga, Puente Hills, and other faults cross or are in close proximity to the region and can cause earthquakes of significant magnitude (San Bernardino County 2019).

LOCAL GEOLOGY

As discussed in the PlanRC DEIR, the city is located in the north-central section of the Chino Valley, south of the San Gabriel Mountains. The Chino Valley is bounded by four mountain ranges: the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Hills to the southeast. These mountains and hills are part of the Transverse Ranges, which are composed of igneous and metamorphic rocks (City of Rancho Cucamonga 2021b).

According to the Preliminary Geotechnical Report, the project site itself is situated within Chino Valley at the northern end of the Perris block, which is composed of sedimentary and volcanic rock, and along the northern boundary of the Peninsular Ranges geomorphic province of California, which is a range of mountains that extend from Alaska to the southern tip of Baja California in a series of northwest-southeast trending mountain ranges and are oriented parallel to major fault systems. The Preliminary Geotechnical Report states that the project site vicinity is underlain by late Holocene-age, very young alluvial fan deposits overlying older Quaternary-age alluvial fan deposits and Cretaceous-age plutonic bedrock.

TOPOGRAPHY AND DRAINAGE

The city slopes from northeast to southwest from the San Gabriel Mountain foothills, and elevations in the city drop range between 1,018 to 1,600 feet above mean sea level (City of Rancho Cucamonga 2021b). Streams in the Santa Ana Watershed flow north to south with the elevation drop and include Cucamonga Creek, Deer Creek, Day Creek, and Etiwanda Creek (City of Rancho Cucamonga 2021b). The topography of the project site is relatively level and flat and does not contain hills or sharp gradients or slopes.

GROUNDWATER

As discussed in Section 3.9, "Hydrology and Water Quality," according to the California Department of Water Resources (DWR), the project site is within the boundaries of the Chino Subbasin, which is within the Upper Santa Ana Valley Groundwater Basin. Encompassing an area of 240 square miles, the Chino Subbasin is bounded on the east by the Rialto-Colton Fault, on the southeast by the contact with the impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures, on the south with impermeable rocks and by the Chino Fault, on the northwest by the San Jose Fault, and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga Fault (DWR 2006).

According to the Preliminary Geotechnical Report, based on research of the general area and a previous geotechnical study completed by Southern California Geotechnical (SCG) in 2020, groundwater is anticipated to be greater than 500 feet below ground surface (bgs). This research shows that no groundwater was encountered in borings drilled by SCG in 2020. The nearest groundwater wells to the project site are two CVWD wells, number 39 and number 40, located approximately 1.8 miles northeast of the project site. These two wells most recently recorded a depth to groundwater of approximately 604 and 602 feet bgs, respectively, on March 18, 2022.

SOILS

The Preliminary Geotechnical Report states that the project site is underlain by late-Holocene age alluvial fan deposits that are estimated to be between 1,000 to 1,100 feet thick. Surficial deposits of the project site consist of artificial fill extending up to approximately 8.5 feet bgs and alluvium encountered from 8.5 feet bgs to at least approximately 25 feet bgs. The characteristics of these soils are primarily interbedded sands with varying silt content and gravel, and some fill soils near the surface contain trace amounts of slag debris. Alluvial fan deposits generally consist of medium dense to fine medium sands, medium dense to fine coarse sands, and gravelly fine to coarse sands, dense silty fine to coarse sands, and loose to very dense silty fine sands.

These soils characteristics discussed in the Preliminary Geotechnical Report are consistent with the US Department of Agriculture (USDA) Natural Resources Conservation Service's Web Soil Survey, which shows that the project site is underlain by Tujunga loamy sands (TuB) and Hanford coarse sandy loam (HaC), both of which have low shrink-swell potential (USDA 2024).

EXPANSIVE SOILS

Expansive soils (also known as shrink-swell soils) are soils that contain expansive clay minerals that can absorb significant amounts of water. The presence of these clay minerals makes the soil prone to large changes in volume in response to changes in water content. When expansive soil becomes wet, water is absorbed and it increases in volume, and as the soil dries it contracts and decreases in volume. This repeated change in volume over time can produce enough force and stress on buildings, underground utilities, and other structures to damage foundations, pipes, and walls. The quantity and type of expansive clay minerals affects the potential for the soil to expand or contract.

The soils that underlie the project site are not characterized by clay minerals, and therefore, their potential to become expansive is considered low. This is confirmed by the Web Soil Survey, which concluded that the linear extensibility (expansive potential) of the soils underlying the project site is considered to be low (USDA 2024; UC Davis 2012).

SUBSIDENCE

Land subsidence is the gradual settling or sinking of an area with very little horizontal motion. Subsidence can be induced by both natural and human phenomena. Natural phenomena include shifting of tectonic plates and dissolution of limestone resulting in sinkholes. Subsidence related to human activity includes pumping water, oil, and gas from underground reservoirs; collapse of underground mines; drainage of wetlands; and soil compaction.

The Preliminary Geotechnical Report concluded that the project site is not located within an area of known or reported land subsidence, and based on field observations and site reconnaissance, there is no evidence to support that the project site is susceptible to land subsidence.

MASS WASTING AND LANDSLIDES

Mass wasting refers to the collective group of processes that characterize down slope movement of rock and unconsolidated sediment overlying bedrock. These processes include landslides, slumps, rockfalls, flows, and creeps. Many factors contribute to the potential for mass wasting, including geologic conditions as well as the drainage, slope, and vegetation of the site.

According to the State Department of Conservation (DOC) Earthquake Zones of Required Investigation Map created by the California Geological Survey, the project site is not located within a landslide zone (DOC 2022). Additionally, according to city and County maps, the project site is not located within an area susceptible to landslides, as shown in the 2020 Natural Hazards Existing Conditions Report (Appendix 2-1 of the PlanRC DEIR) and the County General Plan Geologic Hazard Overlay Map EHFH C (City of Rancho Cucamonga 2021c; San Bernardino County 2010). This is further confirmed by the findings of the Preliminary Geotechnical Report, which stated that the project site is relatively flat and the risk of landslides and other forms of mass wasting, such as mud flows, debris flows, soil slips, rock falls, and other mass wasting triggered by intense rainfall or seismic shaking, is considered very low.

SEISMICITY

Most earthquakes originate along fault lines. A fault is a fracture in the Earth's crust along which rocks on one side are displaced relative to those on the other side due to shear and compressive crustal stresses. Most faults are the result of repeated displacement that may have taken place suddenly and/or by slow creep (Bryant and Hart 2007). The state of California has a classification system that designates faults as either active, potentially active, or inactive, depending on how recently displacement has occurred along them. Faults that show evidence of movement within the last 11,000 years (the Holocene geologic period) are considered active, and faults that have moved between 11,000 and 1.6 million years ago (comprising the later Pleistocene geologic period) are considered potentially active.

As discussed in the Preliminary Geotechnical Report, the project site is situated on the northern end of the Perris Block which is bounded by the Sierra Madre Fault Zone approximately 5 miles north, the San Jacinto Fault Zone approximately 8 miles northeast, and the Elsinore Fault Zone approximately 13 miles southwest. The faults and fault zones nearest to the project site have a variety of characteristics (Table 3.6-1).

Table 3.6-1 Active Nearby Faults

Fault Name	Distance to Project Site (Miles/Direction)	Most Recent Age of Movement	Magnitude
Red Hill-Etiwanda Fault	3 / northwest	Late Quaternary	6.0 to 7.0
Fontana Seismic Trend	3.2 / southeast	Unspecified	Unspecified
Sierra Madre Fault Zone	5 / north	Holocene	6.0 to 7.0
San Jacinto Fault	8 / northeast	Apr. 9, 1968	6.5 to 7.5
San Andreas Fault	12 / northeast	Apr. 18, 1906	6.8 to 8.0
Elsinore Fault Zone	13 / southwest	18th Century	6.5 to 7.5

Source: Appendix E; California Institute of Technology 2023.

Seismic hazards resulting from earthquakes include surface fault rupture, ground shaking, and liquefaction. Each of these potential hazards is discussed below.

Surface Fault Rupture

Surface rupture is the surface expression of movement along a fault. Structures built over an active fault can be torn apart if the ground ruptures. The potential for surface rupture is based on the concepts of recency and recurrence. Surface rupture along faults is generally limited to a linear zone a few meters wide. The Alquist-Priolo Act (see the Regulatory Setting discussion above) was created to prohibit the location of structures designed for human occupancy across, or within 50 feet of, an active fault, thereby reducing the loss of life and property from an earthquake.

The project site is not located within an Alquist-Priolo active fault zone (DOC 2022), and there is no evidence of active faulting within or near the project site, as concluded in the Preliminary Geotechnical Report.

Ground Shaking

The intensity of seismic shaking, or strong ground motion, during an earthquake is dependent on the distance and direction from the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions of the surrounding area. Ground shaking could potentially result in the damage or collapse of buildings and other structures.

Due to the proximity of the Red Hill-Etiwanda Fault, Fontana seismic trend, Sierra Madre Fault Zone, San Jacinto Fault, San Andreas Fault, and Elsinore Fault Zone, the project site is located in a seismically active area. According to the PlanRC DEIR, faults located within the city include the Red-Hill Etiwanda Fault and Cucamonga Fault (the nearest section of the Sierra Madre Fault Zone). Although these faults are considered active and have the potential to generate earthquakes, the probability of producing a significant event is considered low (City of Rancho Cucamonga 2021b). The Cucamonga Fault has an approximately 1.5 percent chance of generating a magnitude 6.7 earthquake in the next 30 years; the San Jacinto Fault has an approximately 4 percent chance of generating an earthquake in the next 30 years, and the San Andreas has a 20 percent chance of generating an earthquake in the next 30 years (City of Rancho Cucamonga 2021b). The types of damage encountered for magnitudes of earthquakes can vary (Table 3.6-2).

Table 3.6-2 The Modified Mercalli Scale of Earthquake Intensities

If most of these effects are observed	Then the intensity is
Shaking: not felt.	1.0
Shaking: weak, felt only by few people at rest, especially on upper floors of buildings	2.0
Shaking: weak, felt noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck.	3.0
Shaking: light, felt indoors by many outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rock noticeably.	4.0
Shaking: moderate, felt by nearly everyone. Many awakened. Some dishes, windows broken. Unstable objects overturned.	5.0
Shaking: strong, felt by all. Many frightened. Some heavy furniture moved. A few instances of fallen plaster. Damage slight.	6.0
Shaking: very strong, damage negligible in buildings of good design and construction. Slight to moderate in well-built ordinary structures. Considerable damage in poorly built or badly designed structures. Some chimneys broken.	7.0
Shaking: severe, damage slight in specially designed structures. Considerable damage in ordinary buildings with partial collapse. Damage great in poorly constructed buildings. Fall of chimneys, factory stacks, columns, monuments, walls heavy furniture overturned.	8.0
Shaking: violent, damage considerable in specially designed structures and well-designed structures. Damage great in substantial buildings, with partial collapse. Buildings shifted on foundations.	9.0
Shaking: extreme, some well-built wooden structures destroyed. Most masonry and frame structures destroyed with foundations. Rails bent.	10.0

Source: USGS 1989.

Liquefaction and Lateral Spreading

Liquefaction is a phenomenon in which loose, saturated, granular soil deposits lose a significant portion of their shear strength because of excess pore water pressure buildup. An earthquake typically causes the increase in pore water pressure and subsequent liquefaction. These soils are behaving like a liquid during seismic shaking and re-solidify when shaking stops. The potential for liquefaction is highest in areas with high groundwater and loose, fine, sandy soils at depths of less than 50 feet.

Maps produced by DOC show that project site is not located within a liquefaction zone (DOC 2022). Additionally, according to city and County maps, the project site is not located within an area susceptible to liquefaction, as shown in the 2020 Natural Hazards Existing Conditions Report (Appendix 2-1 of the PlanRC DEIR) and the County General Plan Geologic Hazard Overlay Map EHFH C (City of Rancho Cucamonga 2021c; San Bernardino County 2010). This is further confirmed by the Preliminary Geotechnical Report, which stated that based on a review of published reports, the characteristics of the soils underlying the site, and depth to groundwater, the potential for liquefaction from a seismic event is considered low.

Liquefaction may also lead to lateral spreading. Lateral spreading (also known as expansion) is the horizontal movement or spreading of soil toward an "open face," such as a streambank, the open side of fill embankments, or the sides of levees. It often occurs in response to liquefaction of soils in an adjacent area. The potential for failure from lateral spreading is highest in areas where there is a high groundwater table, where there are relatively soft and recent alluvial deposits, and where creek banks are relatively high.

As previously discussed, groundwater is anticipated to be greater than 500 feet bgs. The Preliminary Geotechnical Report indicates that no groundwater was encountered in borings drilled by SCG in 2020. The two nearest groundwater wells to the project site reported an approximate depth to groundwater of 604 and 602 feet bgs. In addition, the topography of the project site is relatively level and flat. As such, the potential for liquefaction and lateral spreading is considered low.

PALEONTOLOGICAL RESOURCES

According to the PlanRC DEIR, paleontological resources are unlikely to be encountered in the city because most of the city's soils are too young to include fossils; however, though shallow excavations in younger Quaternary alluvium are unlikely to expose significant fossils, inadvertent discovery is possible if excavation extends below the topsoil into older Quaternary deposits (City of Rancho Cucamonga 2021b). According to Appendix A of the Cultural Resources Report (Appendix D to this Draft EIR), which includes a paleontological records search for the project site, the project site and vicinity are located atop recent, Holocene-age alluvial fan deposits which are unlikely to be fossiliferous but may overlie older Quaternary-age alluvial fan deposits that commonly contain fossils. These older alluvial fan deposits often underlie younger Holocene-age deposits by as little as 5 feet in depth in southwestern San Bernardino County, where the project site is located, as well as northwestern Riverside County, and have yielded paleontological resources.

3.6.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following evaluation of geology and soils impacts is based on a review of information obtained from:

- Appendix A, Record Search Results: San Bernardino County Museum, of the Draft Cultural Resources Technical Report for the Etiwanda Commerce Center Project, Rancho Cucamonga, San Bernardino County, California, prepared by ASM Affiliates (ASM 2023) (Appendix D)
- The Preliminary Geotechnical Report prepared by Kleinfelder on February 2, 2024 (Appendix E),
- Applicable elements from the City's General Plan, PlanRC DEIR, and
- Publicly available information from the California Department of Conservation, California Institute of Technology, Rancho Cucamonga Municipal Code, University of California, Davis, and US Department of Agriculture soil survey database.

The impact analysis considers the existing geology and soils conditions described in Section 3.6.2, "Environmental Setting," and the applicable laws and regulations pertaining to geologic hazards and soils described in Section 3.6.1, "Regulatory Setting," to determine whether the proposed project would directly or indirectly exacerbate existing geologic hazards or conditions.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant geology and soils impact if it would:

- directly or indirectly cause potential substantial adverse impacts, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic shaking, seismic-related ground failure including liquefaction, or landslides;
- result in substantial soil erosion or the loss of topsoil;
- locate project facilities 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- locate project facilities on expansive soil, creating substantial direct or indirect risks to life or property;
- have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; and/or
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ISSUES NOT DISCUSSED FURTHER

Rupture of a Known Earthquake Fault

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 3 miles northwest of the nearest property line of the project site. The location of this fault is not precisely known and is instead inferred as a dashed line on the US Geological Survey's (USGS) U.S. Quaternary Faults Map (USGS 2024). Nevertheless, as previously established, according to State maps the project site is not located within an Alquist-Priolo fault zone (DOC 2022) and there is no evidence to suggest that the project site is located on top of a fault line that would rupture. 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 as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map would not occur as a result of proposed project implementation. No impact would occur, and no further analysis is required in the EIR.

Seismic-related Ground Failure – Liquefaction or Landslides

The project site is located in a heavily developed and industrial area of the city. The project site is not identified as being within an area prone to liquefaction or landslides (DOC 2022). The project site and surrounding 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 impact related to liquefaction or landslide hazards would occur as a result of the proposed project, and no further analysis is required in the EIR.

Soil Erosion or Loss of Topsoil

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 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 2010). The Construction General Permit was issued pursuant to the National Pollutant Discharge Elimination System 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 South Coast Air Quality Management District Rule 403, which requires implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust (SCAQMD 2005). Operation and maintenance of the proposed project would not require additional soil disturbance and would not result in erosion or loss of topsoil. After the proposed project is constructed, there would be a reduction in the area of exposed soil compared to existing conditions, thus limiting the potential for soil erosion to occur. Implementation and compliance with the stated permits, 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.

Septic Tanks or Alternative Wastewater Disposal Systems

The proposed project does not propose the addition of septic tanks or other alternative wastewater disposal systems. The proposed project would be connected to the Inland Empire Utility Agency 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.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

The project site is located within the seismically active region of southern California and is in proximity to several known fault lines capable of producing significant magnitude earthquakes that could lead to seismic ground shaking. However, compliance with the most recent version of the CBC's building standards requirements and incorporation of the recommendations of the Preliminary Geotechnical Report would ensure that the proposed project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. This impact is **less than significant.**

The project site is approximately 3 miles southeast of the Red Hill-Etiwanda Fault, which is capable of producing up to a magnitude 6.0 to 7.0 earthquake; approximately 3.2 miles northwest of the Fontana seismic trend, which has no reported or estimated magnitude; 5 miles south of the Sierra Madre Fault Zone, which is capable of producing up to a magnitude 6.0 to 7.0 earthquake; approximately 8 miles southwest of the San Jacinto Fault Zone, which is capable of producing up to a magnitude 6.5 to 7.5 earthquake; approximately 12 miles southwest of the San Andreas Fault, which is capable of producing up to a magnitude 6.8 to 8.0 earthquake; and approximately 13 miles northeast of the Elsinore Fault Zone, which is capable of producing up to a magnitude 6.5 to 7.5 earthquake (California Institute of Technology 2023) (see Table 3.6-2). Therefore, the project site is located within the seismically active region of southern California and in proximity to several known fault lines capable of producing significant magnitude earthquakes that could lead to seismic ground shaking on the project site.

The proposed new warehousing complex would be required to comply with the most recent version of the CBC (the 2022 version is the most current as of April 2024) Chapter 16, Structural Design, which identifies both general building structural design requirements and specific seismic safety design requirements for projects. The 2022 CBC has been adopted and codified in RCMC Chapter 15.12, Building Code, and as such, all new development within the city is subject to these standards, including the proposed project. Similarly, the city has also standard conditions of approval for projects to reduce impacts from adverse geological and soils conditions (see standard conditions of approval 5.7-1 through 5.7-7 in Section 3.6.1, "Regulatory Setting"). These standard conditions of approval minimize geologic seismic hazards caused by the proposed project by, for example, requiring the preparation and approval of project-specific geological and soils reports and grading plan checks prior to grading approvals. Compliance with standard conditions of approval 5.7-2 through 5.7-7 would reduce the potential for the proposed project to cause injury, loss, and property damage associated with strong seismic ground shaking.

For example, Standard Condition of Approval 5.7-2 requires project applicants to build pad foundations with proper irrigation control during construction as well as include landscape and irrigation plans to ensure proper site runoff infiltration and drainage during operation, which would minimize erosion. This ensures that building foundations are constructed properly and to the correct specifications of RCMC Chapter 15.12, Building Code, and the 2022 CBC, which would, in turn, substantially lessen the risk of loss, injury, or death involving seismic ground shaking.

In addition, Standard Condition of Approval 5.7-3 requires project applicants to submit geotechnical reports to the City for review prior to approval of grading plans. The geotechnical report analyzes a project's geologic and soils conditions and determines whether a project, as proposed, would be geotechnically feasible, or whether it would require project-specific design recommendations, to become geotechnically feasible. The Preliminary Geotechnical Report prepared for the proposed project concludes that the development of the proposed project is geotechnically feasible on the project site, provided the recommendations of the Preliminary Geotechnical Report are incorporated into project design and construction. This would ensure that the project is constructed in accordance with the correct specifications of RCMC Chapter 15.12, Building Code, and the 2022 CBC, which would, in turn, avoid the risk of loss, injury, or death involving seismic ground shaking.

The Preliminary Geotechnical Report concluded that development of the proposed project is geotechnically feasible on the project site, provided the recommendations of the Report are incorporated into the project design and

construction. This would ensure that the proposed project is constructed properly and to the correct specifications of RCMC Chapter 15.12, Building Code, and the 2022 CBC, which would, in turn, help to avoid the risk of loss, injury, or death involving seismic ground shaking.

These geotechnical recommendations are based on the properties of the subsurface soil materials observed in explorations of the project site, the results of literature review, and engineering analyses performed for the proposed project. Regarding seismic design standards, the recommendations would, in accordance with the 2022 CBC, ensure that every structure and portion thereof, including non-structural components that are permanently attached to structures and their supports and attachments, shall be designed and constructed to resist the effects of earthquake motion in accordance with standards established by the American Society of Civil Engineers and consistent with Section 1613 of the 2019 CBC. Recommendations also include parameters for soil compaction, reusing or stockpiling topsoil for landscaping, proper disposal of organic debris, wood, steel, piping, and plastics; parameters under which materials generated during construction can be reused; recommendations regarding the proper abandonment of any existing utility pipelines, if encountered, which extend beyond the limits of the proposed construction; and over-excavation recommendations for building foundations and floor slabs, embankments, and parking lots. Incorporation of these geotechnical recommendations into the proposed project would ensure that the proposed project is built to withstand seismic ground shaking and also ensure that the proposed project is constructed to the proper specifications and design standards of the most up to date codes and regulations governing building construction, materials, and safety in the RCMC Chapter 15.12 and the 2022 CBC. Incorporating these recommendations into the proposed project, in accordance with the 2022 CBC and RCMC would avoid the potential for the project to directly or indirectly cause a substantial adverse effect, including the risk of loss, injury or death involving strong seismic ground shaking.

Compliance with the State, and City laws, policies, and requirements, and compliance with the City's standard conditions of approval would minimize the proposed project's potential to cause direct or indirect adverse effects, including risk of loss, injury, or death involving strong seismic shaking. This impact is **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.6-2: 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, Liquefaction, or Collapse

The project site has a relatively flat and level topography and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable. In addition, the project site is not located within an area prone to landslides or liquefaction. Therefore, the project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, liquefaction, or collapse. This impact is **less than significant**.

The project site is not identified as being within an area prone to liquefaction or landslides (DOC 2022). As discussed in the Preliminary Geotechnical Report, the project site is relatively flat topographically and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable due to proposed project construction. As a result, the Preliminary Geotechnical Report concluded that landslides and other forms of mass wasting such as mud flows, debris flows, soil slips, and rock falls are considered to have a very low potential at the project site. The project site is also not located within an area susceptible to landslides or liquefaction, per the state maps provided by DOC, the 2020 Natural Hazards Existing Conditions Report in Appendix 2-1 of the PlanRC DEIR, and the County General Plan Geologic Hazard Overlay Map EHFH C (DOC 2022; City of Rancho Cucamonga 2021c; San Bernardino County 2010). In addition, the Preliminary Geotechnical Report stated that, based on a review of published reports, the properties of the soils underlying the project site, and depth to groundwater, the proposed project has a low potential for impact due to liquefaction from a seismic event. Further, implementation of the recommendations of the Preliminary Geotechnical Report pertaining to site grading and earthwork improvements and City Standard Conditions of Approval requiring review and approvals of project-specific geological and soils reports and grading plans prior to start of grading would further stabilize onsite soils during construction and operation of the proposed project.

These geotechnical recommendations are based on the properties of the subsurface soil materials observed in explorations of the project site, the results of literature review, and engineering analysis performed for the proposed project. Recommendations regarding soils included parameters for soil compaction; reusing or stockpiling topsoil for landscaping, proper disposal of organic debris, wood, steel, piping, and plastics; parameters under which materials generated during construction can be reused; recommendations regarding the proper abandonment of any existing utility pipelines, if encountered, which extend beyond the limits of the proposed construction; and over-excavation recommendations for building foundations and floor slabs, embankments, and parking lots. Incorporation of these geotechnical recommendations would ensure that the soils underlying the project site would be properly stabilized for the construction of the proposed project and would ensure that the proposed project is constructed to the proper specifications and design standards of the most up to date codes and regulations governing building construction, materials, and safety in RCMC Chapter 15.12 and the 2022 CBC regarding geotechnical and soil stability.

Therefore, the proposed project would not be located on a geologic unit or soil that unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, liquefaction, or collapse. This impact is **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.6-3: Be Located on Expansive Soil, Creating a Substantial Direct or Indirect Risk to Life and Property

The soils that underlay the project site are not characteristic of clay minerals that would otherwise contain the potential to swell and shrink when wetted and dried, potentially causing damage to foundations, pipes, and walls. As such, the project site is not located on expansive soil, and development of the proposed project would not create a substantial direct or indirect risk to life and property as a result of being located on expansive soils. This impact is **less than significant**.

Ground disturbing activities associated with the construction of the proposed warehousing complex would include grading to remove soil and compacting fill material for the building pads, excavation for the stormwater quality basins, trenching for the installation of below grade utilities, superficial excavation to construct new public streets, installation of parking lot pavement, as well as planting trees and landscaping improvements.

Soils that contain clay minerals are more susceptible to expansion and shrinkage when wetted and dried, which can cause enough force and stress on buildings, underground utilities, and other structures to damage foundations, pipes, and walls. Soils underlaying the project site include Hanford coarse sandy loam and Tujunga loamy sand. These soils are not characterized by clay minerals, and as such, their potential to become expansive is considered low. This is consistent with the USDA's Web Soil Survey, which concluded that the linear extensibility (expansive potential) of the soils underlying the project site is low (USDA 2024; UC Davis 2012). Furthermore, in the unlikely event that expansive soils are encountered during proposed project construction activities, the project applicant and construction contractor would be required to comply with Chapter 18A, Soils and Foundations, of the CBC, which regulates construction activities on unstable soils, such as expansive soils. City Standard Conditions of Approval 5.7-5 also requires preparation of a soils report prior to performance of project-specific grading activities. Therefore, the project site is located on soils that are considered to have low expansive potential, and development of the proposed project would not create a substantial direct or indirect risk to life and property. If expansive soils are encountered, the proposed project would adhere to the regulatory compliance of the CBC, which would minimize any potential direct or indirect risk to life and property. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.6-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Due to the project site's historical development and redevelopment, no unique geological features are present onsite and therefore none would be directly or indirectly destroyed by the proposed project. Although most soils within the city are considered too young to contain paleontological fossils or other resources, excavation activities into deeper (older-age) soils, as shallow as 5 feet bgs, have been known to yield paleontological resources in southwestern San Bernardino County, where the project site is located. Because excavation of soils during construction activities would extend to depths greater than 5 feet bgs and up to 17 feet bgs, the proposed project may result in inadvertent discovery of unique paleontological resources. If a unique paleontological resource or site is encountered during excavation, it could be damaged or destroyed if protective measures are not in place. This impact is **potentially significant**. However, with implementation of Mitigation Measures 3.6-4a through 3.6-4g, the proposed project would not directly or indirectly destroy a unique paleontological resource or site. This impact is **less than significant with mitigation**.

The project site has been previously developed and disturbed. As a result of this, no unique geological features are present onsite. According to the PlanRC DEIR, paleontological resources are unlikely to be encountered in the city because most of the city's soils are too young to include fossils; however, though shallow excavations in younger Quaternary alluvium are unlikely to expose significant fossils, inadvertent discovery is possible if excavation extends below the topsoil into deeper, older Quaternary deposits (City of Rancho Cucamonga 2021b). Appendix A to the Cultural Resources Report prepared by ASM Affiliates included a paleontological records search for the project site, the analysis of which concluded that older alluvial deposits of the southwestern San Bernardino County area, in which the project site is located, often underlie younger Holocene deposits as shallow as 5 feet bgs, and that such older deposits have yielded paleontological resources.

The proposed project would develop the project site with five new industrial buildings for warehouse space, office space, loading docks for truck trailers, surface parking spots for truck trailers and automobiles, new public streets, stormwater quality basins, and utility infrastructure. Excavation associated with the proposed project would involve depths of at least 5 feet bgs for the proposed building pads, stormwater quality basins, and underground utilities. Other improvements including surface parking spaces, new public streets, and landscaping would involve more shallow excavation at depths less than 5 feet bgs.

The superficial earthwork activities related to the installation of surface parking, pavement, and landscaping would not exceed depths of 5 feet bgs and would not encounter paleontological resources. However, other construction activities on the project site would include excavation at depths of up to 17 feet bgs and therefore have the potential to unearth as-yet unknown paleontological resources. Because the proposed project would involve excavation at depths greater than 5 feet bgs, there is potential for inadvertent discovery of as-yet unknown paleontological resources onsite during construction activities. If a unique paleontological resource or site is encountered during excavation it could be damaged or destroyed if protective measures are not in place. This impact is **potentially significant.**

Mitigation Measures

The following mitigation measures (Mitigation Measures 3.6-4a through 3.6-4g) are consistent with and add to the requirements set forth in City Standard Condition of Approval 5.7-7.

Mitigation Measure 3.6-4a: Retain a Qualified Paleontologist

Prior to the start of earthwork, a qualified Paleontologist shall be retained to oversee the paleontological mitigation program and shall attend the pre-construction meeting to consult with Project contractors concerning excavation schedules, paleontological field techniques, and safety issues relating to the protection of paleontological resources that could be encountered. The qualified Project Paleontologist shall have the following qualifications:

- an M.S. or Ph.D. emphasizing paleontology and sedimentary geology;
- experienced with paleontological procedures and techniques;
- knowledge of the geology and paleontology of San Bernardino County; and
- at least 2 years work experience as a paleontological mitigation project supervisor.

In addition, a professional repository shall be designated by the qualified Paleontologist to receive and curate any discovered/recovered fossils. A professional repository is defined as a recognized paleontological specimen repository (e.g., an American Alliance of Museum-accredited museum or university) with a permanent curator, and should be capable of storing fossils in a facility with adequate security against theft, loss, damage, fire, pests, and adverse climate conditions (e.g., San Bernardino County Museum). The qualified Paleontologist shall also direct the work of the paleontological monitor described in Mitigation Measure 3.6-4b.

Mitigation Measure 3.6-4b: Monitor Earthwork that Exceeds Five Feet below Ground Surface

A paleontological monitor shall be on-site to monitor earthwork that exceeds five feet below ground surface (e.g., remedial grading for the building pads, excavation for water quality basins, and trenching for subgrade utilities), unless such earthwork only involves areas of known artificial fill. The paleontological monitor shall have the following qualifications:

- a college degree emphasizing paleontology with experience in the recognition and salvage of fossils materials
- 2 years of demonstrable equivalent experience in the recognition and salvage of fossil materials.

The paleontological monitor shall work under the direction of the qualified Paleontologist. The paleontological monitor shall be empowered with the authority to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain small fossil invertebrates and vertebrates. The paleontological monitor shall also be empowered to temporarily halt or divert construction activities where necessary to allow for salvage of fossils, removal of sediment samples, and removal of any abundant or large specimens.

Mitigation Measure 3.6-4c: Complete Initial Assessment if Resources are Discovered

If fossils are identified during earthwork by the paleontological monitor, the qualified Paleontologist shall make an initial assessment of their significance. All identifiable vertebrate fossils (large or small) and uncommon invertebrate, plant, and trace fossils are considered to be significant and shall be recovered. Representative samples of common invertebrate, plant, and trace fossils shall also be recovered. In instances where recovery of small fossil remains (e.g., isolated teeth of small vertebrates) is required, it may be necessary to collect bulk-matrix samples for screen-washing as determined by the qualified Paleontologist.

Mitigation Measure 3.6-4d: Halt Work Conditions if Resources are Discovered while Qualified Paleontologist is Absent and Paleontological Monitor is Absent

In the event that potential fossils are encountered when the paleontological monitor is not monitoring the earthwork (i.e., an inadvertent discovery occurs when the conditions described in Mitigation Measure 3.6-4a are not present), earthwork within the vicinity of the discovery site shall temporarily halt, and the qualified Paleontologist or paleontological monitor shall be contacted and shall evaluate the significance of the discovery. Earthwork within the vicinity of the encounter shall not proceed until so directed by the paleontological monitor. If the inadvertent discovery is determined to be significant by the qualified Paleontologist, the fossils shall be recovered, as outlined in Mitigation Measure 3.6-4c.

Mitigation Measure 3.6-4e: Catalog Resources Discovered

Any fossil remains salvaged during construction shall be cleaned, repaired, sorted, taxonomically identified, and cataloged as part of the mitigation program. Fossil preparation shall include screen-washing of bulk matrix samples for microfossils or other laboratory analyses (e.g., radiometric carbon dating), if determined to be necessary by the qualified Paleontologist or paleontological monitor as outlined in Mitigation Measure 3.6-4c. Fossil preparation and curation activities may be conducted at the laboratory of the contracted qualified Paleontologist, at an appropriate outside agency, and/or at the designated repository, and shall follow the standards of the designated repository.

Mitigation Measure 3.6-4f: Curate Resources at a Professional Repository

Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be curated at a professional repository, the San Bernardino County Museum, as outlined in Mitigation Measure 3.6-4a. The qualified Paleontologist shall have a written repository agreement with the professional repository prior to their initiation of work on the proposed project.

Mitigation Measure 3.6-4g: Create a Final Summary Report

A final summary report shall be completed at the conclusion of the monitoring and curation phases of work, and shall summarize the results of the mitigation program. The report shall be completed by or under the direction of the qualified Paleontologist. A copy of the paleontological monitoring report shall be submitted to the City of Rancho Cucamonga Planning Director and to the professional repository, the San Bernardino County Museum. The report and specimen inventory, when submitted to the City of Rancho Cucamonga with confirmation of the curation of recovered specimens into an established, accredited repository, shall signify completion of the program to mitigate impacts to paleontological resources.

Significance after Mitigation

Mitigation Measure 3.6-4a would require the applicant to retain a qualified paleontologist and designate a professional repository to receive and curate any discovered paleontological resources with adequate security against theft, loss, damage, fire, pests, and adverse climate conditions. Retaining a qualified paleontologist would ensure that any fossils encountered would be properly handled, curated, and stored. This would avoid the potential to directly or indirectly destroy a unique paleontological resource or site.

Mitigation Measure 3.6-4b would require onsite monitoring of any earthwork activities at depths greater than 5 feet by a paleontological monitor working under the direction of the qualified Paleontologist. Retaining a paleontological monitor to be present full-time during earthwork activities of greater than 5 feet bgs would ensure that potential fossils encountered would be properly salvaged, which would avoid any potential directly or indirectly damage and destruction to a unique paleontological resource or site.

Mitigation Measure 3.6-4c would require an initial assessment of the find to determine significance. Requiring an initial assessment if paleontological resources are discovered would ensure that the significance of the find would be properly identified and, if significant, properly recovered in accordance with established protocol, which would avoid any potential to directly or indirectly damage and destruction to a unique paleontological resource or site.

Mitigation Measure 3.6-4d would require halt work conditions in the event that inadvertent discovery occurs while the paleontological monitor is not onsite. This would ensure that limited damage would occur during the initial moment of discovery and that no further damage would occur to any paleontological resources once halt-work conditions are in place, and no construction would proceed in the vicinity of the find until the paleontological monitor directs otherwise. This would minimize and avoid any potential to directly or indirectly damage and destruction to a unique paleontological resource or site.

Mitigation Measure 3.6-4e would require that fossil remains collected shall be properly catalogued as part of the monitoring program. This would ensure that paleontological resources discovered onsite would be properly identified and stored, which would avoid any potential to damage or destroy a unique paleontological resource or site.

Mitigation Measure 3.6-4f would require that prepared fossils and associated monitoring paperwork be curated at a professional repository. This would ensure that paleontological resources recovered would be properly handled, stored, and curated at an accredited repository with the means and security to safely house the resources. This would avoid any potential damage to directly or indirectly destroy a unique paleontological resource or site.

Mitigation Measure 3.6-4g would require that a final summary report be completed at the conclusion of all monitoring and curation activities. The final summary report would summarize the results of the mitigation program and be sent to the City and the San Bernardino County Museum, which would confirm the recovery, storage, and curation of the resources into the care of an accredited museum. This would signify the completion of mitigation and avoid any potential damage to directly or indirectly destroy a unique paleontological resource or site.

Collectively, these mitigation measures would reduce the proposed project's potential impact associated with directly or indirectly destroying a unique paleontological resource or site to **less than significant with mitigation**.

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3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section includes a discussion of greenhouse gas (GHG) and climate change conditions, a summary of applicable regulations, and an analysis of potential construction and operational impacts resulting from development of the proposed project on GHGs and climate change. Mitigation is developed as necessary to reduce potentially significant GHG and climate change impacts to the extent feasible. The "Analysis Methodology" discussion below provides further detail on the approach used in this evaluation.

In response to the Notice of Preparation (Appendix A), the City received several comment letters related to the GHG/climate change impacts of the proposed project. The issues raised in the following comments are addressed in the analysis of the proposed project's GHG/climate change impacts in Section 3.7.3, "Environmental Impacts and Mitigation Measures."

Californians Allied for a Responsible Economy (CARE), provided comments related to air and GHG emissions from the proposed project, including from heavy-duty diesel truck traffic, transportation refrigeration units (TRUs), and on-site equipment. CARE also requested preparation of a health risk assessment analyzing the impacts of diesel truck trips associated with the proposed project, which is available in Section 3.2 "Air Quality." Additionally, CARE provided comments related to GHG emissions, including urging the City to adopt and use quantitative thresholds for the analysis in the EIR.

The South Coast Air Quality Management District (SCAQMD) provided comments that recommend using SCAQMD's CEQA Air Quality Analysis handbook to prepare the air quality analysis; quantifying air and GHG emissions using CalEEMod modeling software; analyzing all phases of construction and operation; and performing a health risk assessment. SCAQMD also offered project design considerations and mitigation measures to reduce significant GHG impacts. SCAQMD also provided comments related to the applicability of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program to the proposed project.

3.7.1 Regulatory Setting

The following describes the current regulatory setting applicable to the proposed project.

FEDERAL

In *Massachusetts et al. v. Environmental Protection Agency et al.*, 549 US 497 (2007), the US Supreme Court ruled that CO_2 is an air pollutant as defined under the Clean Air Act (CAA) and that the US Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, the EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

The National Highway Traffic Safety Administration (NHTSA) also regulates vehicle emissions through the Corporate Average Fuel Economy (CAFE) Standards. On April 2, 2018, the EPA administrator determined that the current standards should be revised. On August 2, 2018, the US Department of Transportation and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE standards for passenger cars and light-duty trucks by increasing the stringency of the standards by 1.5 percent per year from models 2021–2026 (NHTSA 2020).

The CAA grants California the ability to enact and enforce fuel economy standards that are more strict than federal standards by acquiring an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, effective November 26, 2019, revoked California's existing waiver to implement its own vehicle emission standard. Part Two of the SAFE Rule established a standard to be adopted and enforced nationwide (84 Federal Register 51310). Pending several legal challenges to Part One of the SAFE Rule and administrative turnover, on December 21, 2021, the NHTSA

published its CAFE Preemption Rule, which finalizes the repeal of the SAFE Rule Part 1, allowing California to continue procuring its waiver from EPA through the CAA to enforce more stringent emissions standards. Also, on April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the United States to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

STATE

Statewide GHG Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the State's focus for approximately two decades. GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order (EO) S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279 in 2022, which codifies a goal for carbon neutrality and reduction of emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the state's pathway to achieve its carbon neutrality and an 85 percent reduction from 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals.

As summarized below, the State has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption.

Transportation-Related Standards and Regulations

CARB certified the Advanced Clean Cars II Program (ACC II Program) on August 25, 2022. The ACC II Program builds upon the existing ACC program and establishes more stringent zero-emission vehicle (ZEV) sales requirements for future benchmark years. As part of its Advanced Clean Cars program, CARB established more stringent GHG emission and fuel efficiency standards for fossil fuel-powered, on-road vehicles than the US Environmental Protection Agency. In addition, the program's ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025 (CARB 2018). The ACC II Program also sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

Executive Order B-48-18, signed into law in January 2018, requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less carbon dioxide (CO_2) than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017) and was recently amended in November 2024.

CARB has also adopted the Advanced Clean Trucks (ACT) Regulation, which sets requirements for the transition of diesel trucks and vans to zero-emission trucks beginning in 2024. The ACT Regulation is part of a holistic approach to accelerate a large-scale reduction of tailpipe emissions focusing on zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components: a manufacturer sales requirement and a reporting requirement. The ACT regulation will introduce 1,690,000 ZEVs into the California fleets by 2050. Annual reporting began with the 2021 model year.

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since the passage of SB 375 in 2008, CARB requires metropolitan planning organizations (MPOs) to develop and adopt sustainable communities strategies (SCS) as a component of the federally-required regional transportation plans (RTPs) to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035 (CARB 2018). These plans link land use and housing allocation to transportation planning and related mobile-source emissions.

The Southern California Association of Governments (SCAG) is the regional planning agency for the project area. SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. In 2024, SCAG adopted Connect SoCal 2024, the area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG was tasked by CARB to achieve an 8 percent per capita reduction compared to 2005 level emissions by 2020 and a 19 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2020, SCAG 2024).

SB 743 of 2013 required that the Governor's Office of Planning and Research (OPR) propose changes to the State CEQA Guidelines to address transportation impacts in transit priority areas and, at OPR's discretion, other areas of the State. In response, Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of vehicle miles traveled (VMT). Agencies had until July 1, 2020, to implement these changes. In support of these changes, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA,* which recommends that the transportation impact of a project be based on whether the project would generate a level of VMT per capita (or VMT per employee or some other metric) that is 15 percent lower than that of existing development in the region (OPR 2017:12–13), or that a different threshold is used based on substantial evidence. OPR's technical advisory explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction of greenhouse gas emissions" (OPR 2017:18). This metric is intended to replace the use of delay and level of service to measure transportation-related impacts.

Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photovoltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million metric tons of carbon dioxide-equivalent over the next 30 years (CEC 2021).

Building Energy Efficiency Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandatory codes) developed by CEC that provides green building standards for statewide residential and nonresidential construction. The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CalGreen Code, the 2022 CalGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CalGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and are used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 605 directed CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) Reduction Strategy, in coordination with other state agencies and local air quality management and air pollution control districts to reduce emissions of GHGs. SB 1383 (Lara, Chapter 395, Statutes of 2016) directed CARB to approve and begin implementing the plan by January 1, 2018 and set statewide 2030 emission reduction targets for methane, hydrofluorocarbons (HFCs), and anthropogenic black carbon. The SLCP Reduction Strategy, approved in March 2017, includes directives for addressing landfill methane emissions via reductions in organic material disposal. The SLCP: Organic Waste Reductions Regulation (proposed regulation) implements these directives.

As required by SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with CARB, is charged with developing regulations to reduce disposal of organic waste by 50 percent of 2014 levels by 2020 and 75 percent by 2025. In addition, at least 20 percent of the edible food in the organic waste stream must be recovered to feed people by 2025. Materials that cannot be effectively recovered for human consumption would be directed to organic waste recovery facilities to make useful products, including compost, fertilizer, fuel, or energy. or at new stand-alone sites. These regulations must take effect on or after January 1, 2022.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan (PlanRC 2040) is a roadmap that encompasses the aspirations and values of the community (City of Rancho Cucamonga 2021). Specific to GHG/climate change, PlanRC 2040 includes numerous goals and policies that contribute to the reduction in GHGs in the City within the various chapters. There are goals and policies within the Land Use and Community Character Element, Mobility and Access Element, and Resource Conservation Element that are relevant to the potential GHG/climate change impacts of the proposed project. These goals and policies are summarized below.

Mobility and Access Element

GOAL MA-4: Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

- **MA-4.3 Future Logistics Technology**. Support and plan for electrification and autonomy of the truck fleet.

Public Facilities & Services Element

GOAL PF-5: Water-Related Infrastructure. Water and wastewater infrastructure facilities are available to support future growth needs and existing development.

- **PF-5.1** Recycled Water. Work with the CVWD to expand the recycled water program to include existing private development.

GOAL PF-6: Solid Waste. The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.

- **PF-6.1 Recycling.** Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.

Resource Conservation Element

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

- **RC-2.5 Water Conservation**. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.
- **RC-2.6 Irrigation**. Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate- and wildfire-appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.

- **RC-2.7** Greywater. Allow and encourage the use of greywater to meet or offset onsite non-potable water demand.

GOAL RC-5: Local Air Quality. Healthy air quality for all residents.

- **RC-5.8 Truck Hook-Ups at New Industrial or Commercial Developments**. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.
- **RC-5.9 Clean and Green Industry**. Prioritize non-polluting industries and companies using zero or low air pollution technologies.

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

- **RC-6.1 Climate Action Plan.** Maintain and implement a Climate Action Plan (CAP) that provides best management practices for reducing greenhouse gas emissions.
- **RC-6.2 Renewable Energy.** Encourage renewable energy installations and facilitate green technology and business.
- **RC-6.3 Reduce Energy Consumption.** Encourage a reduction in community-wide energy consumption.
- **RC-6.4 Urban Forest.** Protect the city's healthy trees and plant new ones to provide shade, carbon sequestration, and purify the air.
- **RC-6.5 GHG Reduction Goal.** Reduce emissions to 80 percent below 1990 levels by 2050 and achieve carbon neutrality by 2045.
- **RC-6.6 Co-Benefits.** Prioritize the development and implementation of GHG reduction measures that also achieve economic, health, social, environmental, and other co-benefits for the City and its residents and businesses.
- **RC-6.7 Structural Equity.** Encourage GHG reduction and climate adaptation measures such as trail completion, equipment upgrade, sidewalk connectivity, tree planting, and buffers be included in the City's Capital Improvement Program (CIP) to improve areas of the City where these features are lacking.
- **RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management strategies such as employer provided transit pass/parking credit, bicycle parking, bike lockers, high-speed communications infrastructure for telecommuting, carpooling incentive, etc. for large office, commercial, and industrial uses.
- **RC-6.9 Access.** Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.
- **RC-6.10 Green Building.** Encourage the construction of buildings that are certified LEED or equivalent, emphasizing technologies that reduce GHG emissions.
- **RC-6.11 Climate-Appropriate Building Types.** Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.
- **RC-6.12 Reduced Water Supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.
- **RC-6.13 Designing for Warming Temperatures.** When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.
- **RC-6.14 Designing for Changing Precipitation Patterns**. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.
- **RC-6.15 Heat Island Reductions**. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

- RC-6.16 Public Realm Shading. Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.
- RC-6.17 Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as offsite mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.
- RC-6.18 Water Sources with Low GHG Emissions. Encourage local and regional water utilities to obtain water from sources with low or no GHG emissions.

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

- RC-7.2 New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.
- RC-7.4 New Off-Road Equipment. When feasible, require that off-road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.
- RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.
- RC-7.9 Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- RC-7.10 Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- RC-7.12 Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.
- RC-7.13 Energy-Efficient Infrastructure. Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Rancho Cucamonga Code of Ordinances

The following chapters from the Rancho Cucamonga Code of Ordinances are applicable to the project:

Chapter 17.50.020 Implementation of Green Building Energy:

A. Nonresidential (including mixed-use) development. New buildings, or substantial, shall comply with all mandatory provisions of the "City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential)" as maintained by the planning director and as required by the California CalGreen Building Code.

C. All municipal projects undertaken by the city shall:

1. Implement all mandatory provisions of the "City of Rancho Cucamonga, Green Building Code Compliance Matrix (Nonresidential)," as maintained by the planning director.
2. For all buildings over 7,500 square feet, all of the Tier 1 provisions of the CalGreen Building Code shall be implemented or 100 points shall be achieved based on the optional provisions of the "City of Rancho Cucamonga, Green Building Code Compliance Matrix (Nonresidential)."
3. Substantial renovation is defined for purposes of this chapter to include any renovation, rehabilitation, restoration, or repair work that includes floor area equal to 35 percent or more of the existing floor area, or the addition of new floors. The calculation shall include attached garages, but not include detached garages. For the purpose of calculation, the increase in floor area shall be aggregated over a three-year period.

Chapter 17.76.020 Alternate Energy Systems and Facilities:

B. In the Neo-Industrial (NI) and Industrial Employment (IE) Zones an on-site renewable energy system must be provided on all new industrial developments that include the construction of a new building, which meets the following standards.

- The renewable energy system may be a solar collector system or other form of on-site renewable energy, provided such renewable energy source is recognized by the State of California as a renewable resource under the Renewable Portfolio Standard Program.
- The renewable energy system shall be built to generate an amount of electricity sufficient to meet the following criteria:
  - Annualized building demand based on the approved use or, if no use is proposed, then the demand for the most energy intensive use that could occupy the building; and
  - Annualized demand required to charge fully electric vehicles and trucks, assuming that all vehicles and trucks to the site are fully electric; and
  - A reasonable rate of efficiency loss over ten years.

City of Rancho Cucamonga Climate Action Plan

The City adopted its CAP as part of the General Plan Update in December 2021. The CAP aims to address climate change and improve resiliency for our community by establishing Greenhouse Gas emission reduction targets of 31 percent by 2030 and 47 percent by 2040.

Key efforts that support the goals outlined in the City's plan include initiatives such as:

- Expanding electric vehicle charging infrastructure
- Supporting the transition of the power grid to renewable sources
- Improving energy efficiency in City-owned facilities
- Growing and maintaining an urban forest
- Connecting pedestrian paths and bikeways throughout the city to encourage active transportation
- Conserving water at City-owned facilities

The CAP proposes goals, strategies, and measures to reduce communitywide and municipal GHG emission reductions in the categories of zero-emission and clean fuels, efficient and carbon-free buildings, renewable energy and zero-carbon electricity, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation. Each measure is described in detail in the CAP, including the full description, key performance metrics, and their estimated GHG emissions reduction potential.

- Goal 1: Zero Emissions and Clean Fuels. A community that uses zero-emission vehicles and clean vehicles to move people and goods.
- Goal 2: Efficient and Carbon-Free Buildings. An existing building stock that is energy efficient and net zero carbon.
- Goal 3: Green Building. Development practices that demonstrate high environmental performance through decarbonization, sustainable design, and zero net carbon buildings.
- Goal 4: Sustainable City-Facilities. City-facilities that achieve high levels of sustainable design.
- Goal 5: Zero Emission Electricity. A city powered by carbon-free electricity.
- Goal 6: Thriving Urban Forests. A community with significant urban forestry resources.
- Goal 7: Local Food. A community with locally grown and affordable food.
- Goal 8: Water Conservation. A community that conserves and recycles water.

- Goal 9: Efficient Wastewater Management. A city that generates minimal wastewater through sustainable treatment and reuse.
- Goal 10: Zero-Waste. A community that produces minimal solid waste.
- Goal 11: Regional Mobility Hub. A multimodal transportation hub that connects regional and local destinations through a symbiotic relationship with regional partners.
- Goal 12: Active Transportation. A first-class pedestrian and bicycle network that fosters safe and connected access to non-motorized travel and recreation.
- Goal 13: Sustainable Transportation. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

The CAP was prepared consistent with CEQA Guidelines Section 15183.5 standards for the 2030 target. The CAP Consistency Checklist contains measures that are required to be implemented on a project-by-project basis to achieve the City's 2030 reduction target. By implementing the measures in the Checklist, a development project would demonstrate its consistency with this CAP.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City does not require any standard conditions that relate to GHGs.

South Coast Air Quality Management District

The project lies within the San Bernardino County portion of the South Coast Air Basin (Basin), which is under the jurisdiction of SCAQMD. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, including all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. SCAQMD is primarily responsible for developing and implementing rules and regulations for maintaining and attaining compliance with NAAQS and CAAQS, developing air quality management plans (AQMP), permitting new or modified sources, and adopting and enforcing air pollution regulations within the Basin. The ability of SCAQMD to control emissions (including criteria pollutants, TACs, and GHGs) is provided primarily through permitting, but also through its role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements and guidance for CEQA documents.

CEQA Guidance

SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to help local governments analyze and mitigate project-specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analyses as part of CEQA documents prepared within SCAQMD's jurisdiction. In addition, SCAQMD has published two guidance documents: *Localized Significance Threshold Methodology for CEQA Evaluations* (2003, revised 2008) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006). These publications provide guidance for evaluating localized effects from mass emissions during construction and operations. Both were used to prepare this analysis (SCAQMD 2006, 2008).

Additionally, in the 2008 through 2010 timeframe, SCAQMD convened a series of GHG CEQA Significance Threshold Working Group sessions and developed draft thresholds for stationary sources and land use development projects.

Following public review, SCAQMD formally adopted the 10,000 $MTCO_2e$ threshold for stationary/industrial facilities where SCAQMD is the lead agency (SCAQMD 2008, SCAQMD 2023). This remains the only numerical threshold formally adopted by SCAQMD pursuant to evaluating GHG emissions.

For land use development projects, SCAQMD proposed two different approaches to be taken by lead agencies when analyzing GHG emissions:

- Option #1 includes using separate numerical thresholds for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year).

- Option #2 includes the use of a single numerical threshold for all nonindustrial projects of 3,000 $MTCO_2e$/year. (SCAQMD 2008).

SCAQMD noted in its draft threshold guidance that using these thresholds was only a recommendation for lead agencies and not a mandatory requirement. While these land use development thresholds may be used at the discretion of the local lead agency, these thresholds for land use development projects have not been adopted by SCAQMD.

Rules and Regulations

SCAQMD has not adopted any rules and regulations specific to GHG analyses in CEQA documents. However, SCAQMD Rule 2305—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program—is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Rule 316 establishes fees to fund Rule 2305 compliance activities. Rule 2305 applies to warehouses with at least 100,000 square feet of indoor floor space in a single building. This rule focuses on reducing emissions associated with vehicles and mobile equipment operating in and out of warehouse distribution centers.

WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Rule 316 establishes fees to fund Rule 2305 compliance activities. Rule 2305 applies to warehouses with at least 100,000 square feet of indoor floor space in a single building.

While the purpose of the WAIRE Program is to reduce local and regional emissions of criteria pollutants that affect local and regional air quality, the rules and compliance options would also reduce GHG emissions. WAIRE compliance options for warehouses include acquiring and operating near-zero emissions (NZE)/ZE trucks, facilitating NZE/ZE Truck Visits, acquiring and using ZE Yard Trucks, installing and using ZE Charging or fueling infrastructure, and installing solar panels and air filtration units at nearby homes.

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, such as installing solar and charging infrastructure. SCAQMD Rule 316 is a companion fee rule for Rule 2305 to allow SCAQMD to recover costs associated with Rule 2305 compliance activities.

Points can be earned through:

a) completing any combination of actions in the WAIRE menu; or

b) completing actions in an approved, site-specific custom WAIRE Plan; or

c) paying a mitigation fee.

Warehouse owners are required to submit basic information (Warehouse Operations Notification) about the building and their tenants. Only warehouse operators must earn WAIRE Points, but owners can opt-in if they choose and transfer points to their tenants. There are exemptions to the rules, including if the warehouse is less than 50,000 square feet of warehousing activities or if there are less than 10 WAIRE points required using SCAQMD's calculator.

While Rule 2305 does not prescribe specific requirements for CEQA documents, WAIRE measures can be incorporated into project design or CEQA mitigation measures.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties. SCAG addresses regional issues related to transportation, the economy, community development, and the environment and is the federally designated metropolitan planning organization for a majority of the region and the largest metropolitan planning organization in the nation. As required by federal and State law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP. In 2024, SCAG adopted Connect SoCal 2024, the area's Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS). SCAG was tasked by CARB to achieve an 8 percent per capita reduction compared to 2005 level emissions by 2020 and a 19 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2020, SCAG 2024).

3.7.2 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. The earth's surface absorbs a portion of the radiation, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. The Sixth Assessment Report contains the Intergovernmental Panel on Climate Change's strongest warnings to date on the causes and impacts of climate change. Importantly, the report notes that, regarding solutions, "We need transformational change operating on processes and behaviors at all levels: individual, communities, business, institutions, and governments. We must redefine our way of life and consumption."

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known; however, no single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. Thus, from the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

The total GHG inventory for California in 2023 was 360.4 $MMTCO_2e$ (CARB 2025), which is less than the 2020 target of 431 $MMTCO_2e$. Transportation, industry, and in-state electricity generation are the largest GHG emission sectors in California (Table 3.7-1).

Table 3.7-1 Statewide GHG Emissions by Economic Sector

Sector	Emissions ($MMTCO_2e$)	Percent
Transportation	133.7	38
Industrial	66.9	22
Electricity generation (in state)	41.3	12
Agriculture and Forestry	29.2	8
Residential Energy	28.4	10

Sector	Emissions ($MMTCO_2e$)	Percent
Commercial Energy	14.9	7
Electricity generation (imports)	15.9	4
Total	360.4	100

Notes: $MMTCO_2e$ = metric tons of carbon dioxide equivalent

Sources: CARB 2025.

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (i.e., the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (i.e., CO_2 dissolving into the water), respectively, two of the most common processes for removing CO_2 from the atmosphere.

The City prepared an inventory of existing communitywide GHG emissions for 2018 (Table 3.7-2). This inventory includes GHG emissions from all activity sectors – transportation, building energy, off-road equipment, solid waste, agriculture, water, and wastewater. The vast majority (approximately 96 percent) of community-wide emissions in 2018 were from the sectors of on-road transportation and building energy use.

Table 3.7-2 City of Rancho Cucamonga Existing Communitywide GHG Emissions Inventory (2018)

Sector	Emissions ($MTCO_2e$)	Percent
On-Road Transportation	729,617	51
Building Energy	634,699	45
Solid Waste	28,632	2
Water	18,650	1
Off-Road Equipment	12,405	1
Wastewater	2,454	0.2
Agriculture	300	<0.1
Total	**1,426,757**	**100**

Notes: Totals may not add due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent

Source: City of Rancho Cucamonga 2021.

3.7.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The methodology for identifying construction- and operations-related emissions is presented below.

Construction-Related Greenhouse Gas Emissions

Construction of the proposed warehouse complex would generate emissions of GHGs from off-road equipment exhaust, as well as exhaust associated with employee vehicles, haul trucks, and material delivery trucks. Construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program (CAPCOA 2023) using a combination of project-specific data and model defaults. Construction modeling was based on project-specific information regarding building uses and sizes, construction equipment, construction schedule, and grading truck trips.

For purposes of this analysis, construction is expected to begin in early 2026 and is anticipated to conclude in October 2027. The project would be built in phases that are expected to occur sequentially and not overlap, Table 3.2-5 in Section 3.2, "Air Quality", summarizes the construction schedule based on project plans that were used in the CalEEMod model to estimate construction emissions. This construction schedule represents the "worst-case" analysis scenario should construction occur any time after the respective dates, because emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The site-specific construction fleet may vary due to specific project needs at the time of construction.

Construction emissions for construction worker vehicles traveling to and from the project site and vendor trips (construction materials delivered to the project site) were estimated based on information from the applicant and the CalEEMod model. This analysis assumes there would be 100 demolition trucks and 200 demolition truck trips to haul demolition debris during the demolition and site clearing phase, and 450 haul truck trips to remove 8,700 tons of materials would be required during the grading and excavation phase. Default worker (18.5 miles), vendor (10.2 miles), and haul truck (20 miles) trip lengths were assumed. CalEEMod defaults for the number of worker trips and vendor trips were assumed. Specific model assumptions and inputs for these calculations can be found in Appendix B.

Operational Greenhouse Gas Emissions

Operational emissions of GHG were estimated using project-specific information, where available, and default values in CalEEMod based on the project's location and land use. Emissions associated with area sources, energy, water, wastewater, refrigerants, and solid waste were estimated within the CalEEMod computer program based on the project's land use square footage and project-specific information the applicant provided. Emissions associated with yard equipment and truck and worker trips were estimated outside of CalEEMod using trip generation and VMT data provided by the project applicant, along with emission factors from CARB's EMFAC 2021 model as well as yard equipment assumptions developed for the proposed project based on relevant guidance from SCAQMD and CARB.

Specific assumptions for these emissions sources are provided below.

Area Sources, Energy, Water, Wastewater, Solid Waste, And Refrigerants

Area, energy, water, wastewater, and solid waste emissions were estimated using CalEEMod defaults for the project's land uses. Area sources include emissions from landscaping equipment. Energy sources typically include emissions associated with natural gas consumption for space and water heating, but the project does not include any natural gas infrastructure. Energy sources include emissions associated with electricity consumption.

Water consumption results in indirect GHG emissions from the conveyance and treatment of water. Waste generation results in fugitive CH_4 and N_2O emissions from the decomposition of organic matter. Emissions of high-GWP gasses result from refrigerant usage in air conditioning and refrigeration in office space and cold storage uses. CalEEMod defaults were assumed based on the mixture of warehouse and office space.

Trucks and Workers

Truck and worker trip and VMT information was obtained from the transportation analysis (See Section 3.13, "Transportation," and Appendix I). Truck and worker average daily trips and average daily VMT are summarized in Table 3.2-7 in Section 3.2, "Air Quality". The proposed warehouse complex would generate 272 heavy-duty trips, 102 medium-duty trucks, 76 light-duty trucks, and 1,752 light-duty automobile trips per day.

The truck emission factors are based on the same vehicle splits used in SCAQMD's WAIRE calculation sheets. All project-generated heavy-duty trucks are assumed to be Class 8 trucks, and the same EMFAC categories (HD Trucks: T7 CAIRP, T7 NNOOS, T7 NOOS, T7 POLA, T7 Tractor) used in SCAQMD 's WAIRE calculation sheets are assumed. Additionally, all project-generated medium-duty trucks are assumed to be Class 4-7 trucks, and the same EMFAC categories (T6 CAIRP (Heavy & Small), T6 Instate (Heavy & Small), T6 OOS (Heavy and small) used by SCAQMD are assumed. Emission factors for light-duty automobiles and light-duty trucks are based on a weighted average of light-duty auto (LDA), light-duty truck 1 (LDT1), and light-duty truck 2 (LDT2) emission rates from EMFAC, similar to the vehicle split used in CalEEMod (e.g., LDA = 25 percent, LDT1 = 50 percent, LDT2 = 25 percent).

Yard Equipment

Warehouse uses typically include various pieces of equipment to handle cargo. As discussed in Section 2.0, "Project Description," 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. However, for purposes of analysis, this analysis in this EIR is based on the proposed building floor area described in the described in Section 2.0, "Project Description," as follows:

- High-Cube Fulfillment Center (non-sorting): 63 percent of warehouse building floor area
- General Warehouse: 27 percent of warehouse building floor area
- High-Cube Cold Storage Warehouse: 10 percent of the warehouse building floor area

Based on a review of guidance and public comments from both SCAQMD and CARB, this analysis assumes there would be yard trucks (or yard tractors), forklifts, and transport refrigeration units (TRUs) associated with project operation within each warehouse area. Given the lack of specifics regarding the specific type of warehouse uses that would occupy the proposed buildings and the type of equipment that would be used, activities related to warehouse equipment were developed based on guidance and public comments from SCAQMD and CARB. The specifics for each equipment type are provided below.

- Yard Trucks: Assumptions for yard trucks are based on SCAQMD's assumption that there are 3.6-yard trucks per million square feet of warehouse space (SCAQMD 2014). Based on the proposed project's 1,154,131 square feet of warehouse building area, 5-yard trucks are assumed to be active on a given day. Yard truck size and age are based on default data from CARB, which states that the average industrial yard truck (termed a "yard goat" in CARB documents) is 177.1 horsepower with an average model year of 2010 (as of 2026). As for activity, it was assumed that yard trucks could operate on-site for 3.2 hours per day based on the average usage calculated in EMFAC. Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and yard goat hours per year. It was assumed that all yard trucks would be diesel-powered.
- TRUs: this analysis assumed each cold storage truck would include one TRU. Based on the transportation analysis (See Section 3.13, "Transportation," and Appendix I), there would be 257 cold storage truck trips and 128.5 cold storage trucks per day, and each cold storage truck would be equipped with a TRU. TRU size and age are based on default data from the CARB TRU methodology, which states that the average TRU is 33.7 horsepower and 4.3 years of age (CARB 2021). Based on this information, assuming a 2026 operational year, the average TRU was assumed to be model year 2021. As for activity, it was assumed that TRUs could operate on-site for 4 hours per day, based on CARB's public review comments on a recent warehouse project with cold storage uses (CARB 2024b). Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and TRU hours per year (based on 128.5 TRUs and 4 hours each TRU per day). It was assumed that all TRUs would be diesel-powered.
- Forklifts: Assumptions for forklifts are based on SCAQMD's assumption that there are 0.12 forklifts on average per thousand square feet of warehouse space (SCAQMD 2014). Based on the proposed project's 1,154,131 square feet of building area, 139 forklifts are assumed to be active on a given day. Forklift size and age are based on default data from CARB for activity. It was assumed that forklifts could operate on-site for 3.8 hours per day based on the average daily usage calculated in EMFAC. Emission rates per hour were calculated from EMFAC based on total emissions (in tons per day) and industrial forklift hours per year (based on 139 forklifts and 3.8 hours for each forklift per day). In terms of fuel, it was assumed that the forklift mix would be identical to the CARB default composition in EMFAC, which is assumed to be a mixture of diesel (30 percent of the fleet), gasoline (23 percent of the fleet), and propane (47 percent of the fleet) forklifts.

As noted in Section 2.10 of Section 2.0, "Project Description," Buildings 2, 4, and 5 are anticipated to operate 80 hours per week, while Buildings 1 and 3 are anticipated to operate 24 hours a day, seven days a week. seven days a week. Because Buildings 1 and 3 comprise the majority of the building floor area, this analysis assumed that all equipment would be active 365 days per year (seven days per week, 52 weeks per year). Equipment assumptions are summarized in Table 3.2-8 in Section 3.2, "Air Quality". Specific model assumptions and inputs for these calculations can be found in Appendix B.

THRESHOLDS OF SIGNIFICANCE

The issue of global climate change is inherently a cumulative issue because the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Thus, the project's impact on climate change is addressed only as a cumulative impact.

State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Under Appendix G of the State CEQA Guidelines, implementing a project would result in a cumulatively considerable contribution to climate change if it would:

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

CEQA Overview

With respect to GHG emissions, CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions. Section 15064.4(a) provides that a lead agency will make a good-faith effort based, to the extent possible, on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Section 15064.4(a) further provides that a lead agency will have the discretion to determine whether to quantify GHG emissions from a project or rely on qualitative analysis or performance-based standards within the context of a particular project. Pursuant to the CEQA Guidelines in Section 15064.4(a), the analysis presented herein quantifies GHG emissions resulting from the project, and describes, calculates, and estimates those emissions. CEQA Guidelines Section 15064.4(b) provides that when assessing the significance of impacts from GHG emissions, a lead agency should focus the analysis on the incremental contribution of the project's emissions to the effects of climate change and consider an appropriate timeframe for the project. The lead agency's analysis should reasonably reflect evolving scientific knowledge and State regulatory schemes and consider (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions, (2) whether the project's GHG emissions exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Further, CEQA Guidelines Section 15183.5 states that lead agencies may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, a long-range development plan, or a separate plan to reduce GHG emissions. Once adopted, later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review, so long as the requirements specified in the plan that apply to the project are incorporated, and if those requirements are not otherwise binding and enforceable, the project incorporates those requirements as mitigation measures applicable to the project.

CEQA Guidelines do not provide numeric or quantitative significance thresholds for evaluating GHG emissions. Instead, they leave the determination of threshold significance up to the lead agency and authorize it to consider thresholds of significance previously adopted or recommended by other public agencies or experts, provided that the lead agency's decision is supported by substantial evidence (CEQA Guidelines Sections 15064.7[b] and 15064.7[c]). Additionally, any public agency may also use an environmental standard as a threshold of significance, as it would promote consistency in significance determination and integrate environmental review with other environmental program planning and regulations (CEQA Guidelines Section 15064.7[d]).

Approach

Courts have ruled on various potential thresholds and methodologies for evaluating project-level GHG emissions consistent with CEQA. There are multiple potential thresholds and methodologies for evaluating project-level GHG emissions consistent with CEQA, depending on the circumstances of a given project. Although efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical significance thresholds across the state and within the region, a range of possible approaches exist. Specifically, a project would be consistent with

meeting the State's long-term climate goals if it would contribute its "fair share" of what will be required to achieve those long-term climate goals. If a project includes measures and strategies that are being employed by the State to achieve GHG reductions and carbon neutrality, then the project would contribute its portion of what is necessary to achieve California's long-term climate goals.[1]

The City adopted its Climate Action Plan (CAP) along with the General Plan Update and associated EIR on December 15, 2021. The City's CAP is a qualified GHG reduction strategy in accordance with State CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of a "qualified" CAP. The purpose of the CAP Consistency Checklist (Checklist), in conjunction with the CAP, is to provide a streamlined review process for new development projects that meet the definition of a "project" under CEQA. Projects that comply with the CAP, as determined through completion of this CAP Consistency Checklist, may rely on the CAP to analyze cumulative GHG emissions impacts as part of the CEQA process. Projects that do not comply with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the strategies and measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that does not comply with the CAP. The CAP is considered a qualified GHG reduction strategy through 2030.

The City's CAP includes a consistency checklist to facilitate the implementation of GHG reduction strategies and measures from the CAP that apply to new development projects. Projects that are consistent with the CAP's growth projections (which are based on the General Plan) and implement the applicable strategies and measures in the checklist, demonstrate compliance with the CAP and its achievement of the City's 2030 reduction target. Projects that comply with the CAP, as determined through completion of this Checklist, may rely on the CAP to analyze cumulative GHG emissions impacts as part of the CEQA process

The City has not adopted a numerical bright-line significance threshold level for industrial or warehouse projects in the City. However, SCAQMD has adopted a 10,000 $MTCO_2e$ per year numerical bright-line significance threshold level for industrial projects where SCAQMD is the lead agency. While this threshold is meant for evaluating new or modified permitted stationary source facilities where SCAQMD is the lead agency, the threshold provides a useful comparison to help contextualize extent of the project's emission relative to adopted thresholds. The comparison to this numerical bright-line significance threshold is for informational purposes only.

The analysis herein follows the analytical steps in the CAP Consistency Checklist. Additionally, project emissions are quantified and compared to applicable SCAQMD thresholds. Cumulative GHG emissions impacts would be significant for any project that exceeds the SCAQMD threshold for industrial projects or does not comply with the CAP. Additionally, GHG emissions that would be generated by the proposed project are evaluated for each major emission sector (e.g., energy, water, waste, mobile, and stationary) to determine whether the proposed project would conflict with applicable CAP and Scoping Plan strategies needed to achieve statewide GHG reduction targets and goals.

The two sample checklist questions from Appendix G of the State CEQA Guidelines have been combined into a single impact statement to evaluate the significance of the proposed project's GHG emissions Thus, a GHG emissions impact would be significant if implementation of the proposed project would:

- Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with GHG Plans.

Note that GHG emissions are, by their nature, cumulative impacts because climate change is inherently a cumulative problem; there are no non-cumulative GHG emissions impacts from a climate change perspective. Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein analyzes the cumulative contribution of the proposed project-generated GHG emissions to climate change.

[1] Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal.4th 204

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with GHG plans

The proposed project would generate GHG emissions from construction activities and operational activities including emissions from truck and worker vehicle travel, yard equipment, building-related utility consumption, and refrigerants. The project would be inconsistent with the City's CAP and the 2022 Scoping Plan. Thus, this impact would be **significant**. Implementation of Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a, 3.7-1b, 3.7-1c, 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would substantially lessen construction and operational emissions and would ensure consistency with the City's CAP and the 2022 Scoping Plan. Therefore, this impact would be considered **less than significant** after mitigation.

Project-related construction activities would result in GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute (Table 3.7-3). Consistent with SCAQMD guidance, total construction emissions are summed and amortized over a 30-year project life and added to operational emissions to determine the significance of the Project's GHG emissions impacts. As mentioned above, project-level GHG emissions are inherently cumulative; therefore, the construction emissions listed in Table 3.7-3 are considered as part of the GHG emissions for the proposed project lifecycle.

Table 3.7-3 Project-Generated Greenhouse Gas Emissions from Construction and Operations

Emissions Source	MTCO2e
Construction GHG Emissions	
Total ($MTCO_2e$)	1,237
Amortized ($MTCO_2e$/year)	41
Operational GHG Emissions ($MTCO_2e$/year)	
Area Sources	25
Energy Consumption	2,867
Water Consumption and Wastewater Generation	936
Solid Waste Generation	356
Refrigerants	509
Medium Duty Trucks	1,329
Heavy Duty Trucks	9,315
Workers	3,586
Yard Trucks	236
TRUs	1,416
Forklifts	2,630
Total Operational GHG Emissions	**23,243**
Total Project Annual GHG Emissions (Amortized Construction + Operational)	**23,284**

Notes: Notes: Totals may not add due to independent rounding. $MTCO_2e$ = metric tons of carbon dioxide equivalent; GHG = greenhouse gas

Source: Modeled by Ascent in 2025.

Operations of the project would result in area-source GHG emissions from operation of landscaping equipment, energy-source emissions from the consumption of electricity uses in buildings, mobile-source emissions from vehicle trips to and from the project site, water-related energy consumption associated with water use and conveyance and treatment of wastewater, and solid waste-generated emissions from the transport and disposal of solid waste (Table 3.7-4).

The project would result in GHG emissions associated with the following: mobile-source emissions related to vehicle trips to and from the project site, trucks traveling within the project site, and trucks idling at the loading docks; equipment operating onsite to handle and move cargo; area sources associated with landscaping equipment; electricity consumption associated with building operations; water-related energy consumption associated with water use and the conveyance and treatment of wastewater; solid waste-generated emissions from the transport and disposal of solid waste; and refrigerants associated with cold storage refrigeration as well as office HVAC and appliances.

The estimated project emissions exceed the SCAQMD 10,000 $MTCO_2e$/year numerical threshold recommended by SCAQMD for industrial projects. It is worth noting that the emissions analysis is based on a set of conservative emissions that assume a full buildout of operations in 2027. Note that, as explained previously, the comparison of project emissions to SCAQMD numerical threshold for industrial projects is provided for informational purposes only.

As noted in Section 3.7.3, "Environmental Impacts and Mitigation Measures," this analysis focuses on whether the proposed project would be consistent with the City's CAP using its CAP Consistency Checklist. Moreover, this analysis evaluates whether the proposed project's GHG emissions would conflict with applicable Scoping Plan strategies needed to achieve statewide GHG reduction targets and goals. An evaluation of each proposed project emissions source is presented below.

The CAP is the City's roadmap to achieving long-term GHG reduction targets. The CAP aims to address climate change and improve resiliency for our community by demonstrating the path the city will take to meet its GHG reduction targets of 31 percent by 2030 and 47 percent by 2040. The CAP predominantly focuses on vehicle travel and building energy use and includes measures related to zero emission and clean fuels, efficient and carbon-free buildings, renewable energy and zero-carbon electricity, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation.

Additionally, the Scoping Plan is the State's roadmap to achieving long-term GHG reduction targets. The 2022 Scoping Plan lays out the framework for achieving the goal of SB 32 of carbon neutrality by 2045 or earlier, to reduce GHG emissions by 40 percent below 1990 levels by 2030 and by 85 percent below 1990 levels by 2045. The 2022 Scoping Plan details a transition to reduce fossil fuel consumption by moving to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, and reducing the reliance on fossil fuel-fired electrical generators. Appendix C of the 2022 Scoping Plan includes detailed GHG reduction measures and potential measures developed as part of meeting the requirements of AB 197. Additionally, Appendix D of the 2022 Scoping Plan includes a framework that local governments can follow when addressing GHGs in local Climate Action Plans and in CEQA review to ensure local actions align with statewide goals and actions addressed in the Scoping Plan. The overall priority areas outlined by CARB include transportation electrification, VMT reduction, and building decarbonization. CARB specifically notes that the Local Action guidance is focused primarily on climate action plans and local authority over new residential development, and does not address other land use types, including industrial uses. However, the project would implement many of the strategies included in the Scoping Plan and the Local Actions appendix.

The discussion below summarizes the types of proposed project activities and sources that would generate GHG emissions and evaluates each for potential conflicts with the changes in these activities and sources that are needed to achieve the City's and State's goals for GHG reductions as identified in both the CAP and Scoping Plan.

CAP Consistency

The analysis herein follows the analytical steps in the CAP Consistency Checklist. The CAP Consistency Checklist includes two steps: Step 1 is related to Land Use Consistency and Step 2 is related to CAP Measures Consistency.

Step 1: Land Use Consistency

This step determines a project's consistency with the growth assumptions of the CAP (which are based on the General Plan) by evaluating its consistency with the adopted land use designation(s) or zoning(s) of the City's General Plan. The land use consistency questions are as follows:

Question 1: Is the proposed project consistent with the City's adopted General Plan land use designation(s)?

- If "Yes," proceed to Step 2.

- If "No," proceed to Question 2 of Step 1

In this situation, the answer is "yes." The proposed project would involve the construction and operation of a warehouse complex on a project site located within the Neo-Industrial Employment District and the Industrial Employment District land use designations of the Rancho Cucamonga General Plan (City of Rancho Cucamonga 2021). As described in Section 3.10.3, "Land Use and Planning," the proposed project's uses are allowable uses in the Neo-Industrial Employment District and the Industrial Employment District land use designations.

Based on the checklist's direction, the analysis then proceeds to Step 2.

Step 2: CAP Measures Consistency

The second step of CAP consistency review is to evaluate a project's consistency with the applicable strategies and measures of the CAP. Each checklist item is associated with specific GHG reduction strategies and measures in the CAP. Step 2 includes 8 checklist questions and not every measure is relevant to every project. The checklist items are associated with the following strategies:

- Electric Vehicle Charging (Strategy 1.2)
- Off-Road Equipment (Strategy 1.4)
- Construction Vehicles and Equipment (Strategy 1.6)
- Zero Net Electricity (Strategy 3.1 and 3.2)
- On-Site Renewable Energy Systems for Projects in the Neo-Industrial and Industrial Employment Districts (Strategy 3.3)
- Transportation Demand Management (Strategy 12.1)
- Bike Lanes (Strategy 11.2)
- Traffic Signal Timing (Strategy 13.1)

A CAP measure consistency analysis is provided in Table 3.7-4. Measures that are relevant to the proposed project are included as conditions in Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a, 3.7-1b, 3.7-1c,, 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d to ensure they are included in project design. The project applicant will be required to submit the CAP Consistency Checklist to the City prior to approval of the project and the relevant measures will be prescribed as conditions of approval. Based on the direction in the CAP Consistency Checklist, a project must implement the relevant measures from the CAP to be in compliance with the CAP. Therefore, before mitigation, the project would be inconsistent with the CAP. For these reasons, this impact would be **significant** and mitigation is required.

Table 3.7-4 Consistency of the Project with CAP Consistency Checklist

Number	CAP Measure	Project Implementation	Consistent?
1. Electric Vehicle Charging (Strategy 1.2)	For non-residential office and industrial: 10% of parking spaces would be "EV Ready" or a minimum of 1 "EV Ready" space for 0-9 parking spaces, and 5% of parking spaces would be "EV Installed" or a minimum of 1 "EV Installed" space for 0-20 parking spaces.	This measure applies to non-residential office and industrial development and would be applicable to the development of the project. The project includes 922 passenger vehicle parking spaces and 424 truck trailer parking spaces. 10% of parking spaces would equal 93 passenger vehicle and 43 truck spaces that are EV Ready 5% of parking spaces would equal 47 passenger vehicles and 22 truck spaces that are EV Installed	**Consistent After Mitigation.** Project design includes, at a minimum, 10% of automobile parking stalls to be reserved for EV parking. Of these, 50% (49 spaces) would include installation of Level 2 EV supply equipment, while 145 stalls would be EV Capable. These requirements are consistent with requirement in CAP Strategy 1.2 for passenger cars. However, the same CAP requirement applies to trucks. **Mitigation Measure 3.2-2a**, in Section 3.2, "Air Quality", prescribes requirements to ensure adequate electrical capacity and EV Ready/Capable spaces to allow for 100% electric medium- and heavy-duty trucks to access the site and charge in the future, as needed.
2. Off-Road Equipment (Strategy 1.4)	Commercial and Industrial: For heavy-duty off-road vehicles and equipment (defined as equal to or greater than 50 horsepower) use associated with project operations: will the project use zero emissions technology (e.g., electricity) or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane)? Check "N/A" if zero-emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. To support a "N/A" response, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.	This measure applies to equipment used in the operation of commercial and industrial uses and applies to equipment greater than or equal to 50 horsepower (hp). Operation of the warehouse uses would involve the use of heavy-duty off-road vehicles and equipment, including but not limited to yard trucks, forklifts, and TRUs. Per CARB defaults, the typical yard truck is 177 hp, the typical forklift is 63 hp, and the typical TRU is 33.7 hp. Therefore, yard trucks and forklifts are subject to this measure. Moreover, since the specific business activities that would be conducted at the project site are not known at this time, other pieces of equipment could be used. Typical warehouse equipment can also include cranes, stackers, container handlers, excavators, loaders, and others, depending on the specific warehouse uses and the type of cargo being handled. These pieces typically exceed 50 hp, thus subject to this CAP measure. Therefore, any future piece of equipment must be zero emissions (e.g., electric, hydrogen, or biomethane) or the applicant or future tenant must prove to the City that the specific type of equipment is not commercially available within the area.	**Consistent After Mitigation.** **Mitigation Measure 3.2-2b**, in Section 3.2, "Air Quality", prescribes requirements to ensure 100 percent operational off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.

Number	CAP Measure	Project Implementation	Consistent?
3. Construction Vehicles and Equipment (Strategy 1.6)	For heavy-duty vehicles and equipment (defined as equal to or greater than 50 horsepower) used in construction of the project: will a minimum of 50% of vehicles and pieces of equipment be powered by electricity or other zero-emissions technology or fuels?	This measure applies to equipment used in the construction of land use development and applies to equipment greater than or equal to 50 horsepower. Construction would involve using various pieces of off-road equipment, including dozers, excavators, graders, tractors, scrapers, forklifts, cranes, pavers, and other equipment, most of which are typically greater than or equal to 50 hp. Any piece of equipment greater than or equal to 50 hp used during construction is subject to this measure.	**Consistent After Mitigation.** **Mitigation Measure 3.7-1a** in Section 3.7, "Greenhouse Gas Emissions and Climate Change", prescribes requirements to ensure at least 50 percent of construction off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.
4. Zero Net Electricity (Strategy 3.1 and 3.2)	Residential and Non-Residential (except for projects located in the Neo- Industrial (NI) and Industrial Employment (IE) zoning districts): Will the project include an on-site renewable energy generation system that generates an amount of electricity equal to annualized building demand?	This measure is not applicable to the project, because the project is an industrial project in the Neo- Industrial (NI) and Industrial Employment (IE) zoning districts.	**Not applicable**
5. On-Site Renewable Energy Systems for Projects in the Neo-Industrial and Industrial Employment Districts (Strategy 3.3)	Neo-Industrial (NI) and Industrial Employment (IE) zoning districts: Will the project comply with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B., regarding on-site renewable energy systems?	This measure requires a renewable energy system to be built to generate an amount of electricity sufficient to meet all building uses and existing and future demand for all electrical charging for vehicles, trucks, and equipment while factoring in a reasonable rate of efficiency loss over ten years. There are no specific uses proposed. However, the proposed project would incorporate solar power for conditioned office space and include solar-ready roof design by accommodating solar panels on 15% of the roof area. While this design feature would allow for the generation of solar energy future business operations could use, it is unclear if this design is sufficient to meet all of the future power needs, including building energy needs along with future equipment and truck charging. Based on the land uses assumed in this analysis (see Section 2.4.1 of Section 2, "Project Description), modeled electricity consumption is estimated to be 12,685 MWh per year before accounting for charging for electrical vehicles, trucks, and equipment. Once the specific project design and operations are known, the	**Consistent After Mitigation.** **Mitigation Measure 3.7-1b**, in Section 3.7, "Greenhouse Gas Emissions and Climate Change", requires an evaluation of estimate projected electricity consumption and the design of adequate renewable energy on-site to the maximum percent feasible of future power needs, including both building uses as well as charging for electrical equipment, vehicles, and trucks.

Number	CAP Measure	Project Implementation	Consistent?
		amount of required energy will need to be estimated and the building(s) designed to accommodate enough renewable energy to generate this amount of energy. However, since the specific business activities that would be conducted at the project site are not known at this time, the specific amount of electricity consumed by project uses and the amount of generation is unknown at this time.	
6. Transportation Demand Management (Strategy 12.1)	For Multi-Family Residential and Non-Residential: will the project include all of the following strategies? ▶ Provide pedestrian connections between all internal uses and to all existing or planned external streets that abut the project site; close any gaps in existing pedestrian network along internal streets or external streets that abut the site. ▶ Provide end-of-trip bicycle facilities including secure, weather protected storage; bike parking; shower facilities; changing rooms; personal lockers. ▶ Provide traffic calming measures, such as: designated areas where vehicles are prohibited; marked pedestrian crossings; curb extensions, speed tables, raised crosswalks/ intersections, median islands, tight corner radii, roundabouts or mini traffic circles, planter strips with shade trees, chicanes. ▶ Provide designated car-share, carpool, vanpool, and/or park-and-ride parking spaces. ▶ Do not exceed the minimum code requirement for parking capacity And include at least one of the following strategies? ▶ For Non-Residential projects, provide employees with financial incentives for commuting to work by modes other than driving alone, such as public transit, carpool/vanpool, walk/bike, or teleworking. ▶ Implement a car-sharing program (for residents and/or employees)	This measure requires Transportation Demand Management strategies from multi-family residential and non-residential projects. The proposed project includes various measures that are consistent with this CAP measure. The project proposes internal roadway design that would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code, future tenants associated with the proposed project may be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. The proposed project would meet the parking requirements of the Rancho Cucamonga Municipal Code (Chapter 17.64, Parking and Loading Standards; 17.64.100 D.1, Trailer Parking Required). In addition, the proposed project shall prepare a Parking Management Plan, in accordance with RCMC Section 17.64.070, Parking Management Plan, which requires that all projects proposed in Neo-Industrial and Industrial Employment zones create a Parking Management Plan to minimize traffic, manage on-site circulation, and effectively allocate parking needs for each industrial site.	**Consistent After Mitigation.** Project features, in addition to **Mitigation Measure 3.13-2a**, **Mitigation Measure 3.13-2b**, **Mitigation Measure 3.13-2c**, and **Mitigation Measure 3.13-2d**, in Section 3.13, "Transportation", would reduce employee trips and, therefore, VMT per employee. These measures would ensure Transportation Demand Management strategies are implemented in line with this CAP strategy.

Number	CAP Measure	Project Implementation	Consistent?
		Additionally, there are Transportation Demand Management mitigation measures in Section 3.13, "Transportation," that further reduce vehicle trips, including Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing, Mitigation Measure 3.13-2b: Provide Employee Rideshare Program, Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities, and Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool.	
7. Bike Lanes (Strategy 11.2)	Will the project implement bike lane improvements on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any bike lane improvements or if required improvements are already in place.	This measure requires projects to implement bike lane improvements consistent with the General Plan or other City plans or requirements. This measure is not applicable if improvements are already in place. See response to Strategy 12.1 above. Future tenants will be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. In addition, **Mitigation Measure 3.13-2c** requires project applicants to install and maintain end-of-trip facilities for employee use, including but not limited to: bike parking, bike lockers, showers, and personal lockers.	**Consistent After Mitigation.** Project design is consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. Additionally, **Mitigation Measure 3.13-2c** , in Section 3.13, "Transportation," requires end-of-trip facilities for employee use, including but not limited to bike parking, bike lockers, and showers.
8. Traffic Signal Timing (Strategy 13.1)	Will the project implement traffic signal timing improvements on key commute corridor on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any traffic signal timing improvements or if required improvements are already in place.	This measure requires projects to implement signal timing to reduce traffic congestion. This measure would not be applicable to the project. Project effects on automobile delay are no longer a consideration when identifying a significant impact under CEQA.	**Not applicable**

Scoping Plan Consistency

As discussed under Section 3.7.3, "Thresholds of Significance," the 2022 Scoping Plan, the State's adopted GHG reduction plan/strategy, is the applicable statewide GHG reduction plan used to evaluate GHG emissions of the proposed project. The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 target and builds upon earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels, as well as providing the framework to achieve statewide carbon neutrality by 2045 through the implementation of zero-emission technologies in every GHG-emitting sector, a substantial reduction in fossil fuel dependence, combined with investments in carbon capture and sequestration and nature-based solutions.

The 2022 Scoping Plan identified key actions necessary to achieve the state's goals, including moving to zero-emission transportation; phasing out the use of fossil gas for heating homes and buildings; transitioning to low-GWP chemicals and refrigerants; providing communities with sustainable options for walking, biking, and public transit to reduce reliance on cars; continued investment in solar powered–infrastructure, wind turbine capacity, and other resources that provide clean, renewable energy to displace fossil-fuel fired electrical generation; and scaling up new renewable energy options that are available or may be available in the future.

The Scoping Plan is the State's roadmap to achieving long-term GHG reduction targets. The 2022 Scoping Plan lays out the framework for achieving the goal of SB 32 of carbon neutrality by 2045 or earlier, to reduce GHG emissions by 40 percent below 1990 levels by 2030 and by 85 percent below 1990 levels by 2045. The 2022 Scoping Plan details a transition to reduce fossil fuel consumption by moving to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, and reducing the reliance on fossil fuel-fired electrical generators. Appendix C of the 2022 Scoping Plan includes detailed GHG reduction measures and potential measures developed as part of meeting the requirements of AB 197. Additionally, Appendix D of the 2022 Scoping Plan includes a framework that local governments can follow when addressing GHGs in local Climate Action Plans and in CEQA review to ensure local actions align with statewide goals and actions addressed in the Scoping Plan. The overall priority areas outlined by CARB include transportation electrification, VMT reduction, and building decarbonization. CARB specifically notes that the Local Action guidance is focused primarily on climate action plans and local authority over new residential development, and does not address other land use types, including industrial uses. However, the project would implement many of the strategies included in the Scoping Plan and the Local Actions appendix.

For instance, the project includes numerous features that promote transportation electrification, VMT reduction, and building decarbonization. The proposed project would not include natural gas infrastructure, incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area), electric vehicle (EV) chargers at automobile parking stalls, LED lighting, low-flow plumbing fixtures, drought-tolerant landscaping, install solar reflective value of 78 or greater on roofs, ensure electrical room space is oversized to accommodate future expansion of EV charging, seek LEED Silver certification, install features to reduce outdoor water consumption to 25 percent beyond minimum code requirements and reduce interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below minimum requirements of the California Building Energy Code. Additionally, the proposed project would use refrigerants in cold storage refrigeration and office HVAC.

For the most part, the specifics of these strategies have been clarified in mitigation measures in this chapter, along with measures from Section 3.2, "Air Quality," and Section 3.13, "Transportation."

Summary

The project would implement features that would reduce emissions and would be generally consistent with the City's CAP as well as the 2022 Scoping Plan. However, the project would not implement all relevant CAP and Scoping Plan strategies. Therefore, the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with state GHG reduction plans. This impact would be **significant**

Mitigation Measures

Implement **Mitigation Measures 3.7-1a, 3.7-1b,** and **3.7-1c** as well as **Mitigation Measures 3.2-2b** and **3.2-2c** in Section 3.2, "Air Quality", and **Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c**, and **3.13-2d** in Section 3.13, "Transportation".

Mitigation Measure 3.7-1a: Zero Emission Construction Equipment

At least 50 percent of the equipment used onsite to construct the project shall be powered by near-zero emission (NZE) or zero emission (ZE) technology. Examples of NZE and ZE technologies include battery electric, renewable diesel, hydrogen, or biomethane. This requirement applies to all construction equipment greater than or equal to 50 horsepower.

If NZE or ZE equipment and/or fuel options are not commercially available for the project's construction equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that NZE or ZE equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.

Mitigation Measure 3.7-1b: Install Renewable Energy

The project applicant and future tenants shall install adequate renewable energy on-site to meet the maximum percent feasible of future power needs, including both building uses as well as charging for electrical equipment, vehicles, and trucks. The renewable energy will be installed consistent with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B. Design of renewable energy shall be demonstrated on building plans and submitted for approval by the City prior to the issuance of building permits.

Mitigation Measure 3.7-1c3: Low GWP Refrigerants in Cold Storage

The proposed project shall ensure that refrigerants with a lower global warming potential are used in cold storage refrigeration units. Typical replacements for R-410a, which has a GWP of 2087.5, include R-454b and R-32, which have GWP of 465.39 and 675, respectively. Use of low GWP refrigerants shall be demonstrated on building plans for tenant improvement prior to the issuance of certificate of occupancy for future tenant and shall be subject to City approval.

Significance after Mitigation

Implementation of Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a, 3.7-1b, 3.7-1c, 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would ensure compliance with the CAP and Scoping Plan and reduce the amount of GHG emissions generated from construction and operation of the proposed project. Mitigation would require zero emissions construction and yard equipment, support EV charging for trucks and vehicles, install renewable energy, require low-GWP refrigerants, and implement TDM measures to reduce employee VMT. Implementation of these measures would ensure that development under the proposed project would be consistent with the City's CAP as well as the CARB Scoping Plan. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with State GHG reduction goals. This impact is **less than significant** with mitigation.

3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential impacts of the Etiwanda Commerce Center Project (proposed project) related to hazardous and hazardous materials. The evaluation provided in this section is based, in part, on the Phase I Environmental Assessment (Phase I ESA) prepared by Kleinfelder on June 14, 2024 (Kleinfelder 2024) (Appendix F1) and the Human Health Screening Evaluation prepared Roux Associates and last revised on April 4, 2024 (Roux Associates 2024) (Appendix F2).

One comment letter regarding hazards and hazardous materials was received in response to the Notice of Preparation, from the Department of Toxic Substances Control, which acknowledged an understanding of the proposed project and commented on the project site's remaining hazardous conditions and the requirements that must be met in order for the completion of cleanup in accordance with regulatory compliance. This comment is addressed in Section 3.8.3, "Environmental Impacts and Mitigation Measures," under Impact 3.8-2.

3.8.1 Regulatory Setting

FEDERAL

Management of Hazardous Materials

Various federal laws address the proper handling, use, storage, and disposal of hazardous materials, as well as requiring measures to prevent or mitigate injury to health or the environment if such materials are accidentally released. The US Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in CFR Titles 29, 40, and 49. Hazardous materials, as defined in the Code, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws.

- The Toxic Substances Control Act of 1976 (15 US Code [USC] Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- The Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal ("cradle to grave").
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.
- The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.
- The Spill Prevention, Control, and Countermeasure (SPCC) rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.

Transport of Hazardous Materials

The US Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United States. Hazardous materials transport regulations are enforced by the Federal Highway Administration, the US Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

Worker Safety

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

Toxic Release Inventory

The EPCRA and the Pollution Prevention Act of 1990 established a publicly available database that has information on toxic chemical releases and other waste management activities called the Toxic Release Inventory (TRI). It is available to the public to review. The TRI is updated annually and lists chemical releases by industry groups and federal facilities managed by EPA.

Federal Aviation Administration

Through Title 14 of the Code of Federal Regulations Part 77 (14 CFR 77), the Federal Aviation Administration (FAA) establishes standards and notification requirements for objects affecting navigable airspace. This notification serves the basis for evaluating the effect of construction or alteration from projects on FAA operating procedures; determining the potential hazardous effect of proposed construction on air navigation; identifying mitigation measures to enhance safe air navigation; and charting new objects (FAA 2023). Notification allows the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

14 CFR 77

Part 77 of Title 14 of the Code of Federal Regulations outlines the safe, efficient use, and preservation of navigable airspace. The purpose of 14 CFR 77 is to establish: (a) requirements to provide notification to the FAA of certain proposed construction, or the alteration of existing structures; (b) the standards used to determine obstruction to air navigation, and navigational and communication facilities; the process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities, or equipment; and (d) the process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

STATE

Management of Hazardous Materials

In California, both federal and State community right-to-know laws are coordinated through the Governor's Office of Emergency Services. The federal law, SARA Title III or EPCRA, described above, encourages and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities. The provisions of EPCRA apply to four major categories:

- emergency planning,
- emergency release notification,
- reporting of hazardous chemical storage, and
- inventory of toxic chemical releases.

The corresponding state law is Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory). Under this law, qualifying businesses are required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. At such time as the applicant begins to use hazardous materials at levels that reach applicable state and/or federal thresholds, the plan is submitted to the administering agency.

The California Department of Toxic Substances Control (DTSC), a division of the California Environmental Protection Agency, has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations. DTSC's hazardous waste regulations are contained in Title 22, Division 4.5, "Environmental Health Standards for the Management of Hazardous Waste," in the California Code of Regulations (CCR). These regulations include requirements for site remediation and standards applicable to the generation, transport, storage, and disposal of hazardous waste. As required by Section 65962.5 of the California Government Code, DTSC maintains a hazardous waste and substances site list for the State, known as the Cortese List. The Santa Ana Regional Water Quality Control Boards (RWQCB) is the agency responsible for identifying, monitoring, and cleaning up leaking underground storage tanks in the project area.

Transport of Hazardous Materials and Hazardous Materials Emergency Response Plan

The State of California has adopted U.S. Department of Transportation regulations for the movement of hazardous materials originating within and passing through the state; state regulations are contained in 26 California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the Governor's Office of Emergency Services, which coordinates the responses of other agencies in the project area.

Management of Construction Activities

Through the Porter-Cologne Water Quality Act and the National Pollution Discharge Elimination System (NPDES) program, RWQCBs have the authority to require proper management of hazardous materials during project construction. For a detailed description of the Porter-Cologne Water Quality Act, the NPDES program, and the role of the Santa Ana RWQCB, see Section 3.9, "Hydrology and Water Quality."

The State Water Board adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than one acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the Construction General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts onsite evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

Certified Unified Program Agency Program

In the 1990s, the regulation of hazardous materials and local emergency response was spread across more than one thousand local and state agencies in California alone. The Certified Unified Program Agency (CUPA) Program was created by Senate Bill 1082 in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency management programs (CalCUPA Forum 2024). The CUPA Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. Cities and

counties can apply to become a CUPA and receive delegated authority from state agencies to enforce laws in their jurisdiction. The San Bernardino County Environmental Health Division is approved by the California Environmental Protection Agency as the CUPA for Rancho Cucamonga (City of Rancho Cucamonga 2021a).

South Coast Air Quality Management District Rule 1166

The South Coast Air Quality Management District (SCAQMD) regulates the emission of vapors from contaminated soils, transfer facilities, accidental spillage or other deposition of contaminants. Any party who wishes to excavate or treat soils that are contaminated with total petroleum hydrocarbons and/or solvents must obtain the appropriate permit before beginning the field work. Please see Section 3.2, "Air Quality," of this Draft EIR for a detailed discussion of applicable SCAQMD regulations.

The excavation or grading of soil at a site containing volatile organic compounds (VOCs) material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and/or any other material containing VOCs is subject to SCAQMD Rule 1166 and would require a mitigation plan (1166 Permit). Such a plan would require segregation of the soil during excavation based on the soil analytical data, and field vapor readings generated by a properly calibrated photo ionization detector (PID) conducted during excavation, compliance with SCAQMD VOC emissions mitigation requirements, and soil management and health and safety plans to ensure worker health and safety. Soil that shows vapors exceeding 50 parts per million (ppm) on the PID will need to be properly disposed of or treated off-site, as required by Rule 1166.

LOCAL

Rancho Cucamonga General Plan

The City of Rancho Cucamonga (City) General Plan (PlanRC) was adopted in December 2021. PlanRC sets forth planning strategies pertaining to resource conservation, safety, and noise in Volume 3: Environmental Performance (City of Rancho Cucamonga 2021a). Goals, objectives, and policies related to hazards and hazardous materials and applicable to the proposed project include the following:

GOAL S-6. Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

- **Policy S-3.5 Water Supply**. All development will meet fire flow requirements identified in the Fire Code.
- **Policy S-6.3 Site Remediation**. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.
- **Policy S-6.5 Height Restrictions**. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with CFR Part 77 standards.
- **Policy S-6.7 Railroad Safety**. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.
- **Policy HZ-2.6 Coordination with transportation authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans and projects to minimize noise impacts and provide appropriate mitigation measures.

Rancho Cucamonga Local Hazard Mitigation Plan

The Rancho Cucamonga Local Hazard Mitigation Plan (LHMP) has information and resources to educate readers and decision-makers about hazard events and related issues and provide a comprehensive strategy that the city and community members can follow to improve resilience in the city (City of Rancho Cucamonga 2021b). The goals of the LHMP are to protect against threats from natural hazards to life, injury, and property damage for Rancho Cucamonga residents and visitors; increase public awareness of potential hazard events; preserve critical services and functions by protecting key facilities and infrastructure; protect natural systems from current and future hazard conditions; coordinate mitigation activities among City departments, neighboring jurisdictions, and with federal agencies; and prepare for long-term changes in our climate (City of Rancho Cucamonga 2021b).

As stated in PlanRC, the LHMP serves to reduce injury, loss of life, property damage, and loss of services from natural and human-caused disasters; provides a comprehensive analysis of natural and human-made disasters that threaten the city, with a focus on mitigation, allowing the city to remain eligible for federal and state funding to assist with emergency response and recovery, as permitted by the federal Disaster Mitigation Act of 2000 and California Government Code Section 8685.9 and 65302.6, and the LHMP also complements the City's Safety Element (City of Rancho Cucamonga 2021a).

Rancho Cucamonga Emergency Management

The Rancho Cucamonga Fire Department Emergency Management Division plans for disasters specific to the community and assists the city's residents and businesses to prepare before, during and after a disaster strikes. ReadyRC encompasses several preparedness and training programs, as well as a published guide, designed to give residents and business owners the tools necessary to effectively mitigate, prepare, respond and recover from community disasters such as fire, flood, wind, and earthquake. The ReadyRC Guide identifies Etiwanda Avenue and Arrow Route as evacuation routes. (City of Rancho Cucamonga 2017).

Rancho Cucamonga Municipal Code

Title 8, Health and Safety, of the Rancho Cucamonga Municipal Code (RCMC) contains sections on the collection and proper disposal of hazardous wastes (Section 8.17.180), emergency and disaster operations (Section 8.18.190), and the Fire Code (Section 15.04.010).

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to hazards and hazardous materials, compliance with which would minimize or avoid adverse impacts.

- **5.9-1:** Future development shall prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbeques and grills, and firebreak fuel modification areas are imposed on new developments.

3.8.2 Environmental Setting

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined in the CFR as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous wastes" are defined in California Health and Safety Code Section 25141(b) as wastes that:

> … because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

KNOWN AND POTENTIAL CONTAMINATION

The Phase I ESA prepared for the project (Appendix F) and covered a records review; the history of the project site; reconnaissance of the project site; interviews; and conclusions and recommendations. The following is a summary of the findings of the Phase I ESA and its conclusions (Kleinfelder 2024).

History of the Project Site

The project site was at times used for agriculture, grazing, or fallow until approximately 1953. Chadwick Channel and railroad tracks were present on the project site since 1938. Southern California Edison (SCE) started to develop the project site with generating stations and cooling towers between 1951 and 1963, where operations were then expanded into the late 1970s (including the addition of large oil aboveground storage tanks (ASTs) and added upon again in the late 1990s and early 2000s. Portions of the previous operations were incrementally decommissioned on the project site from 2003 to 2018. Most structures on the project site were demolished between 2018 and 2020.

SCE operated the Etiwanda Generating Station from 1950 to 1997 on the project site and off-site SCE property to the west and southwest. Ownership of the former generating station changed to Alta Power Generation LLC, and then to BTC III Etiwanda Commerce Center LLC, which is the existing owner of the project site. The remainder of the former SCE facility is not part of the project site.

Under a 1995 Stipulated Order, the entire property for the SCE Etiwanda Generating Station was required to undergo RCRA Basin Closure and Corrective Action by the DTSC Site Mitigation and Restoration Program. Units that were deemed "permitted units" were closed, and the remaining site is still in the Corrective Action process.

Records Review

The purpose of the records review was to obtain and review records that would help evaluate recognized environmental conditions (REC) of potential concern in connection with the project site and bordering properties. As defined by the American Society for Testing and Materials (ASTM), a REC is "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment." The long industrial use of the project site is considered a REC.

Site Vicinity Records Review

Industrial hazardous materials and waste were used, stored, and/or generated at the project site, and numerous releases and cleanup cases have been reported on properties adjacent to, and upgradient from, the project site (meaning that the project site is downgradient from the following reported releases on adjacent properties):

- Property located at 12459 Arrow Route (which adjoins the project site to the north across the railroad right-of-way) and historically operated as a steel mill. Soil and soil vapor have both been impacted by these historic heavy industrial operations, and existing cleanup activities are ongoing.
- Property located at 8822 Etiwanda Avenue, which adjoins the project site to the north, across the railroad tracks. Concentrations of metals and industrial chemicals were reported to be present in soil samples. In spite of past remediation, confirmation sampling indicates that these contaminants still exceeded commercial/industrial screening levels in certain areas. Further investigation is ongoing to address this.
- Property located at 8810 Etiwanda Avenue, which adjoins the project site to the north, across the railroad tracks and adjoining Etiwanda Avenue. Slag materials beneath the pavement, elevated levels of metals and polychlorinated biphenyls (PCBs) and perchloroethylene (PCE) were observed and detected in the soils and soil vapor.

Though these properties may have historically impacted the project site, these historical impacts have been assessed and remediated, are in the process of being remediated, or are capped to prevent runoff along with land use restrictions in place to prevent exposure to impacted soils as part of current redevelopment and regulatory compliance activities (Kleinfelder 2024). Therefore, these abovementioned adjacent and/or adjoining properties are not considered RECs for the project site.

Project Site Records Review

Many releases have occurred at the project site in the past and the affected soils have been adequately excavated and removed. Examples of past reported releases at the project site include: (1) a release of PCBs in 1983; (2) a release of 45 gallons of non-PCB mineral oil in 1995; (3) a release of 50 gallons of non-PCB mineral oil in 2008; (4) a release of 35 gallons of oil in 2010; (5) less than 3 gallons of sodium hypochlorite occurred in 2014; (6) a release of 42 gallons of lubricant oil in 2016; and (7) a release of 20 to 40 gallons of non-PCB mineral oil in 2021 (Kleinfelder 2024). All of these documented releases were cleaned up, and impacted soils were reported to have been excavated and removed (Kleinfelder 2024).

In accordance with DTSC regulatory compliance, SCE was responsible for the implementation of a RCRA facility investigation (RFI) Workplan and RFI Report. The RFI Report prepared in October 2023 by Northgate Environmental, Inc., summarized investigation activities that were a part of the RFI Report and which occurred between 2019 and 2022. Portions of the project site which previously contained impacted soils had already been excavated and removed. Other investigations and sampling determined that certain contaminants were above commercial/industrial screening levels. A human health risk assessment identified that PCBs present an unacceptable cancer and non-cancer risk to construction workers and future commercial/industrial workers onsite. Remediation is ongoing, and the RFI Report concluded that the project site was adequately characterized. Ongoing assessments are being performed under EPA oversight.

The two ASTs located in the southwest portion of the project site, which were formerly used for oil storage, were converted to water storage tanks when Inland Empire Utilities Agency (IEUA) purchased this portion of the property. Residual hydrocarbon concentrations were detected in shallow soils, and IEUA entered into an agreement with DTSC to perform remediation. The documented residual hydrocarbons and the unassessed area beneath these ASTs is considered a REC.

Numerous underground storage tanks (USTs) were listed on the project site and were reported to store gasoline, kerosene solvent, naptha, and unleaded gasoline. Soil investigations were performed, which determined that hydrocarbon concentrations were present. The project site is currently being remediated under a Soil Management Plan to reduce contaminant concentrations to acceptable commercial/industrial screening levels. Residual contamination in the UST area is considered a controlled REC.

A stormwater drainage feature, Chadwick Channel, bisects the project site, running north to south generally through the center of the project site. Contamination of the Chadwick Channel was reported in 1985, 1996, 2001, 2002, 2011, and 2012. Remediation was performed and completed, along with confirmation sampling. Recent investigations in 2019 identified the presence of hydrocarbons, VOCs, and PCBs, none of which exceeded commercial screening levels. Since the project site is being remediated under a Soil Management Plan to reduce contamination onsite to acceptable commercial/industrial screening levels, any residual contamination in the Chadwick Channel is considered a REC.

In 1995, SCE was required to perform an assessment of two retention basins in which it had improperly stored materials. Elevated metal concentrations were detected in the soil, which was reported to be mostly within the first five feet of depth, and remediation was performed. A closure report was issued in 2011, and these former retention basins are considered a historical REC.

Human Health Screening Evaluation

Roux Associates, under oversight by DTSC, conducted a Human Health Screening Evaluation (HHSE) of the project site to determine if onsite contaminated soils and soil vapors would pose an unacceptable level of risk to current and future construction worker, future indoor commercial/industrial worker, and future outdoor commercial/industrial worker receptors (Roux Associates 2024; Appendix F2). The HHSE was prepared pursuant to the DTSC's *Preliminary Endangerment Assessment Guidance Manual* (PEA Guidance; DTSC, 2015) and in coordination with DTSC.

Based on the thresholds established for commercial/industrial use by DTSC and under the assumption that no further remedial actions would be undertaken, the HHSE determined that the risk to construction workers and future outdoor commercial/industrial workers would exceed the applicable thresholds for a commercial/industrial site. However, when assuming that all remedial actions would be completed as currently authorized under the oversight of DTSC, the HHSE determined that the risk to construction workers and future outdoor commercial/industrial workers would not exceed the applicable thresholds for a commercial/industrial site (Roux Associates 2024).

Previous Phase II ESA

A Phase II ESA was prepared by Geraghty & Miller in 1997 to assess six areas of concern (surface water discharge, pipelines, cooling towers, sulfuric acid storage tanks, former water softener and brine pit, and second solid waste disposal area) had arsenic concentrations above screening levels. Additional sampling was indicated to be likely required as part of decommissioning activities, and no further actions were recommended for remaining former industrial uses.

Site Reconnaissance

The project site is generally vacant and two large ASTs are present in a bermed area. A dry reservoir is observed in the northeastern portion of the project site, and the northwestern portion of the project site was covered in stockpiles of concrete, asphalt, and construction debris (broke pipes, bollards, and pieces of metal). A driveway extends into the project site from the intersection of Etiwanda Avenue and Napa Street, east of the project site, and the driveway extends westward to the area where the ASTs are located. Remnants of former activities of the generating station are observed, including depressions and excavations, manholes and trench drains, vaults and pipelines. Utility vaults associated with Metropolitan Water District of Southern California pipelines, a Southern California Gas pipeline, railroad right-of-way, and storm drains are also observed on and adjacent to the project site. Evidence of discolored water, stressed vegetation, pits, ponds, or lagoons are not observed on the project site.

AIRPORTS

There are no airports located within the city (City of Rancho Cucamonga 2021a), and the LA/Ontario International Airport is located 3.2 miles southwest of the nearest property line of the project site. As identified in the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) adopted in 2011 and amended July 2018, the project site is located within the Airport Influence Area (AIA) (City of Ontario 2018: Policy Map 2-1 Airport Influence Area). The AIA includes areas in which current or future airport-related safety, noise, airspace protection, or overflight factors may significantly affect land uses or necessitate restrictions on those uses. The project site is specifically located near the northern boundary curve within the outlined boundary of the City of Rancho Cucamonga. The project site is subject to the Federal Aviation Regulations (FAA), Part 77 due to its proximity to a navigation facility and may impact the assurance of navigation signal reception, as stated in Part 77 of Title 14 in the Code of Federal Regulations (14 CFR 77). There are no private airstrips located within the project vicinity.

SCHOOLS

There are no existing or proposed schools within 0.25-mile of the project site. The nearest school to the project site is Perdew Elementary School, located approximately 1.31 miles northeast of the nearest property line of the project site.

WILDFIRE

The project site is located within a developed and industrial area. According to the California Department of Forestry and Fire Protection, 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 (CAL FIRE 2023).

EMERGENCY RESPONSE AND EVACUATION

The City's Evacuation Assessment from 2021 (Evacuation Assessment) provides a look at the City's evacuation system and focuses on an assessment of the City's roadway capacity and time needed to evacuate under five different scenarios: (1) a wildfire that starts east of the city during Santa Ana wind conditions and takes 1-3 full days to arrive in the city, (2) a wildfire that starts west of the city with onshore winds and takes 6-24 hours to arrive in the city, (3) a fire that starts in the city during Santa Ana wind conditions, (4) a major earthquake that causes at least several of the bridges across the State Route 210 freeway to collapse between Euclid Avenue and the Interstate 15 freeway in the city, and (5) heavy rain or rapid snow melt that results in large scale flooding and flash flooding in the city (Fehr & Peers 2021). The Evacuation Assessment was completed consistent with the requirements outlined in AB 747 and

SB 99 from the 2019 legislative session, specifically requiring agencies (in this case, the City) to evaluate the capacity of their evacuation routes and identify key routes with only one point of access. The results of the Evacuation Assessment were intended to provide information to the City to help inform the General Plan Update that was adopted in December 2021. As such, the results of the Evacuation Assessment and its recommendations are written specifically for the City, and to help the City understand the amount of time needed to facilitate a coordinated evacuation and understand its most vulnerable areas where evacuations would occur (e.g., those with the least amount of access points and those areas furthest from evacuation centers), and to have the City look for strategies to improve its emergency egress during these events (Fehr & Peers 2021).

ReadyRC is 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 (City of Rancho Cucamonga 2017).

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following evaluation of hazards and hazardous materials impacts is based on a review of the information obtained from:

- Phase I Environmental Site Assessment, Etiwanda Commerce Center Project, Assessor Parcel Number 0229-283-79 and 0229-283-83, Rancho Cucamonga, California 91739, dated June 14, 2024. (Kleinfelder 2024) (Appendix F)
- Applicable elements from the City's General Plan, municipal code, the RC DEIR, and
- Publicly available information from the FAA, DTSC, State Water Resources Control Board (SWRCB), SCAQMD, and ONT ALUCP.

The impact analysis considers the historical site conditions and existing site conditions described in Section 3.8.2, "Environmental Setting," and the applicable laws and regulations pertaining to hazards and hazardous materials described in Section 3.8.1, "Regulatory Setting," to determine whether the proposed project would directly or indirectly exacerbate existing hazards and hazardous materials or conditions onsite. Project construction and operation were evaluated against the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts would occur.

THRESHOLDS OF SIGNIFICANCE

An impact related to hazards and hazardous materials is considered significant if implementation of the proposed project would do any of the following:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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;

- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

ISSUES NOT DISCUSSED FURTHER

Emit or Handle Hazardous Materials within 0.25-Mile of an Existing or Proposed School

The project site is located in a highly developed and urbanized industrial area, located within the Industrial Employment District land use designation. The surrounding area is also designated as Neo-Industrial and Industrial Employment Districts. As discussed above, there are no existing or proposed schools within 0.25 mile of the project site, with the nearest school to the project site being Perdew Elementary School, located approximately 1.31 miles 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. No further analysis is required.

Expose People or Structures, Directly or Indirectly, to Significant Risks due to Wildland Fires

Because the proposed project involves redevelopment of a heavily industrial site for warehouse distribution land uses, 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. In addition, the proposed project would be required to comply with fire prevention and fire suppression design features in accordance with State and City building codes, applicable RCMC and General Plan policies, and applicable emergency response and fire safety requirements of the Rancho Cucamonga Fire Protection District and California Fire Code. No impact would occur, and no further analysis is required.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

Proposed project construction activities would involve construction materials typically associated with the construction of industrial warehouse development, which does include the transport, use, and disposal of hazardous materials. Adherence to existing regulatory compliance mandated by applicable federal and State law, City regulations, and manufacturer's instructions would minimize hazardous materials risks resulting from the routine transportation, use, storage, and disposal of hazardous materials during construction and operation of the proposed project and would minimize the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. This impact is **less than significant.**

Operational Impacts

Operational activities of the proposed project would include activities associated with warehouse distribution and office land uses and may involve the warehousing and distribution of chemicals and materials for industrial and commercial uses. Nevertheless, proposed project operations would be required to comply with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials discussed above, which would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur.

Construction Impacts

The proposed project includes the site clearing and grading of the project site, and the construction, operation, and maintenance of five buildings for warehouse distribution, office space, loading docks for truck trailers, surface parking

spots for both trailers and automobiles, new public streets, stormwater retention basins, and utility infrastructure. Ground disturbing activities associated with the construction of the proposed project would include grading to remove soil and compacting fill material for building pads, excavation for the water quality basins, trenching for installation of below grade utilities, superficial excavation to construct new streets, installation of parking lot pavement, as well as planting trees and landscaping improvements.

These construction activities would involve the transport, use, storage, and disposal of hazardous materials and petroleum products, such as asphalt, diesel fuel, lubricants, paints and solvents, cleaning agents, and cement products containing strong basic or acidic chemicals that are commonly used at construction sites. Construction materials would be transported, handled, stored, and disposed of in accordance with applicable safety laws, regulations, and manufacturers' instructions. Construction activities associated with the proposed project would be subject to Cal/OSHA's regulations on the proper handling of hazardous materials and worker safety and training and subject to the SWRCB NPDES Construction General Permit (Order WQ 2022-0057-DWQ) requiring spill prevention and containment plans to avoid spills and releases of hazardous materials and wastes into the environment (SWRCB 2022). As part of the Construction General Permit, the proposed project is also required to develop and implement a SWPPP, which must include BMPs designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and operational life of the proposed project (see Section 3.9, "Hydrology and Water Quality," for further water quality analysis and information). BMPs may include, for example, the designation of special storage areas and labeling, containment berms, coverage from rain, and concrete washout areas.

Furthermore, the US Department of Transportation (USDOT) Office of Hazardous Materials Safety and the California Highway Patrol (CHP) both prescribe strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the CFR. These standard accident prevention and hazardous materials recovery training and procedures are regulatory compliance actions enforced by the State and followed by private state-licensed, certified, and bonded transportation companies and contractors. Regulatory compliance with Cal/OSHA, the SWRCB Construction General Permit, USDOT, and CHP regulations would minimize the potential risk of a spill or accidental release of hazardous materials through routine transport, use, or disposal during proposed project construction and operation activities and protect public health.

As established by the results of the Phase I ESA completed by Kleinfelder (2024) (Appendix F), certain areas of the project site are contaminated with industrial chemicals, some of which have been detected above screening levels for commercial uses and thus require remediation prior to the start of proposed project construction. These remediation activities would involve handling, transporting, and disposing of these contaminated soils. Impacts related to the transport, use, or disposal of hazardous materials associated with existing contamination and soil conditions are addressed under Impact 3.8-2.

Summary of Impacts

Regulatory compliance with Cal/OSHA, the SWRCB Construction General Permit, USDOT, and CHP regulations would minimize the potential risk of a spill or accidental release of hazardous materials through routine transport, use, or disposal during proposed project construction and operation activities and protect public health. Therefore, this impact is **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.8-2: 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 Environment

The project site is located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project site is listed on multiple databases that track potential and documented contamination, as discussed in the Phase I ESA (Kleinfelder 2024) and HHSE (Roux Associates 2024). In addition, portions of the project site have been identified as containing contaminated soils, since soil sampling tests and soil vapor sampling tests concluded that certain industrial chemical concentrations were reported in exceedance of screening level thresholds in 2023. Without proper safety procedures in place to ensure the proper handling and disposal of these contaminated soils, there is a potential to create a hazard to the public or environment during handling, transport and disposal of hazardous materials as well as during ground disturbing construction activities. This impact **is potentially significant**. However, implementation of Mitigation Measures 3.8-2a and 3.8-2b would require the remediation plan of the project site to be approved by DTSC and the EPA prior to issuance of a grading permit from the City. As result, these mitigation measures would avoid the creation of a significant hazard to the public or the environment, including but not limited to construction workers, indoor industrial workers, and outdoor industrial workers, during construction and operation of the proposed project that is related to the existing presence of industrial contamination on the project site. This impact is **less than significant with mitigation.**

The project site is located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed in the Phase I ESA (Kleinfelder 2024) and HHSE (Roux Associates 2024), numerous releases have been documented onsite from the 1980s to 2021, and investigations have been performed to identify the presence of contaminants which exceed established commercial/industrial screening levels and remediate them to acceptable levels. Although some areas of the project site have been previously remediated to acceptable regulatory screening levels, some remediation of the project site remains ongoing under DTSC and EPA oversight and have yet to be completed. The areas of contamination include areas for which soil vapor sampling has identified impacted soil vapor with amounts of chloroform, carbon tetrachloride, PCE, and 1,1-dichloroethane (1,1-DCA) detected above commercial screening levels, which is currently undergoing remediation under DSTC oversight, and ongoing cleanup and remediation of PCB-impacted concrete and soils under EPA oversight.

Therefore, until these remedial actions are completed and approved by DTSC and the EPA, the project site is still located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Completion of remediation of the project site is recommended by Kleinfelder and Roux Associates prior to the start of proposed project construction activities, and without proper safety procedures in place to ensure the proper handling, transport, and disposal of these contaminated soils during remediation, there is a potential to create a hazard to the public or environment. Impacted soils and materials and impacted soil vapor could result in adverse risks to human receptors, including proposed project construction workers and outdoor industrial workers (due to impacted soil and materials that could be inhaled by or come into dermal contact with workers) and indoor industrial workers (due to impacted soil vapor that could adversely impact indoor air quality that could be inhaled by indoor workers). This impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.8-2a: Complete Ongoing Remediation and Abatement of Soil Vapors

Prior to issuance of a grading permit, the project applicant shall obtain approval by DTSC for the workplan to complete the ongoing remediation and abatement of contaminated soils and soil vapors to the applicable DTSC standards under DTSC oversight. Regulatory approvals demonstrating an approved workplan of such remediation and abatement from DTSC shall be provided to the City prior to issuance of a grading permit.

Mitigation Measure 3.8-2b: Complete Ongoing Cleanup and Remediation of PCB Contamination

Prior to issuance of a grading permit, the project applicant shall complete the ongoing cleanup and remediation of PCB-impacted soils and concrete under EPA oversight. Regulatory approvals demonstrating satisfactory completion of such cleanup and remediation activities shall be provided to the City.

Significance after Mitigation

Implementation of Mitigation Measures 3.8-2a and 3.8-2b would require a workplan for remediation of the project site approved by DTSC and the EPA prior to issuance of a grading permit from the City. As result, these mitigation measures would avoid the creation of a significant hazard to the public or the environment, including but not limited to construction workers, indoor industrial workers, and outdoor industrial workers, during construction and operation of the proposed project that is related to the existing presence of industrial contamination on the project site. With implementation of Mitigation Measures 3.8-2a and 3.8-2b, this impact is **less than significant with mitigation**.

Impact 3.8-3: For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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

The project site is not located within 2 miles of a public airport or public use airport. As identified in the ONT ALUCP, the project site is located within the AIA (City of Ontario 2018: Map 2-1 Airport Influence Area). Therefore, the project site is subject to the FAA, Part 77 due to its proximity to a navigation facility and may impact the assurance of navigation signal reception, as stated in Part 77 of Title 14 in the Code of Federal Regulations (14 CFR 77). Proposed project development would not adversely affect navigable airspace given the similar height of existing industrial facilities and structures in relation to the flat topography of the project area, as well as the height of existing overhead powerline facilities in the project area. Therefore, construction and operation of the project would not have the potential to subject people residing or working in the project area to excess levels of aircraft noise and airport-related hazards. This impact is **less than significant.**

The jurisdiction of providing appropriate development of areas surrounding public airports in San Bernardino County is the County's designated Airport Land Use Commission, the San Bernardino County Airports Commission. As previously discussed, the SBAC provides technical and advisory support to ensure that development is compatible with airport operations for the safety of the community and the viability of the airport. The project site is not located within 2 miles of a public airport or public use airport. The closest airport to the project site, the LA/Ontario International Airport, is located 3.2 miles southwest of the nearest property line of the project site. The land use plan that provides specific policies and criteria to prevent incompatible land uses surrounding the LA/Ontario International Airport is the ONT ALUCP. The project site is located within the AIA near the northern boundary curve (City of Ontario 2018: Map 2-1 Airport Influence Area). According to the ONT ALUCP, the AIA includes areas in which current or future airport-related safety, noise, airspace protection, or overflight factors may significantly affect land uses or necessitate restrictions on those uses (City of Ontario 2018: Map 2-1 Airport Influence Area). However, the project site is not located within a Safety Zone, Noise Impact Zone, or Airspace Protection Zone (City of Ontario 2018: Policy Maps 2-2, 2-3, and 2-4). Pursuant to Policy Map 2-5, Overflight Notification Zones, the project site is in an area requiring real estate transaction disclosure. The proposed warehouse complex would include new buildings with heights approximately 50 feet above ground level, which are of similar height to existing buildings in the surrounding area. Therefore, construction and operation of the proposed project would not have the potential to subject people residing or working in the project area to excess levels of aircraft noise or airport-related hazards. This impact is **less than significant**.

Impact 3.8-4: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Construction of the proposed project would require temporary and/or partial road closures along Etiwanda Avenue, which borders the project site to the east and is designated as an evacuation route in ReadyRC (Rancho Cucamonga 2017). The General Plan requires that minimum unobstructed widths be maintained along roadways used for evacuation purposes and requires that roadways provide for adequate emergency vehicle response and evacuation. Temporary and/or partial road closures would not impair or interfere with emergency response plans or evacuation plans, and such closures, when needed, would be coordinated with, and approved of by the appropriate city departments and emergency responders. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact is **less than significant.**

Construction of the proposed warehouse complex would occur within the project site and within Etiwanda Avenue, which abuts the project site to the east. Construction activities such as utility interconnections within Etiwanda Avenue right-of-way would necessitate temporary lane closure or right-of-way closure (including sidewalks) on an intermittent basis and would be permitted by City agencies and would conform to City standards.

In terms of operations, the proposed project would be required to comply with industry and City design standards. Future roadways, such as the proposed public streets internal to the project site, would be required to comply with Fire Department requirements pertaining to access/egress to ensure adequate emergency access. General Plan Policy S-1.1 requires additional roads and improvements in areas of the city with limited access routes and circulation challenges to ensure adequate emergency vehicle response and evacuation; and Policy S-1.2 requires any roads used for evacuation purposes, such as Arrow Route, which is designated as an evacuation route, to provide at least 26 feet of unobstructed pavement width. The proposed project would comply with these General Plan policies and Fire Department requirements, which would result in sufficient access for emergency vehicles and evacuations.

Regarding whether proposed project implementation would interfere with an adopted emergency response plan or emergency evacuation plan, the City's Evacuation Assessment from 2021 (Evacuation Assessment) addresses the City's evacuation system and assesses the City's roadway capacity and time needed to evacuate under five different emergency scenarios. The Evacuation Assessment is directed specifically towards City goals and policies as required by State law and is not applicable to the proposed project or project site Therefore, the proposed project would not impair or physically interfere with ReadyRC or emergency evacuation and response in the city. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.9 HYDROLOGY AND WATER QUALITY

This section identifies the regulatory context and policies, describes the existing conditions at the project site, and evaluates the potential impacts of the proposed project with regard to hydrology and water quality of receiving surface and ground waters The analysis in this section incorporates information from the Preliminary Geotechnical and Geohazards Technical Report (Kleinfelder 2024a) (Appendix E), Phase I Environmental Site Assessment (Kleinfelder 2024b) (Appendix F), Hydrology and Water Quality Technical Study (RICK Engineering 2024) (Appendix G), and Water Supply Assessment (Dudek 2024) (Appendix J), and prepared for the proposed project. No public comments related to hydrology and water quality were received in response to the Notice of Preparation (Appendix A).

Potential effects on the capacity of existing water supply, sewer and wastewater, and drainage and stormwater facilities to serve the proposed project are addressed in Section 3.14, "Utilities and Service Systems."

3.9.1 Regulatory Setting

FEDERAL

Clean Water Act

The US Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) is the primary federal law that governs and authorizes water quality control activities by EPA as well as the states. The elements of the CWA that are applicable to the proposed project are discussed in the following sections.

CWA Water Quality Criteria/Standards

Pursuant to federal law, EPA has published water quality regulations under Title 40 of the Code of Federal Regulations. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of designated beneficial uses of the water body in question and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. As described in the discussion of State regulations, the State Water Resources Control Board (SWRCB) and its nine regional water quality control boards (RWQCBs) have designated authority in California to identify beneficial uses and adopt applicable water quality objectives.

CWA Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that do not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires states to develop a total maximum daily load (TMDL) for each of the listed pollutants. A TMDL is the amount of the pollutant that a water body can receive and still comply with water quality objectives. A TMDL is also a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. In California, implementation of TMDLs is achieved through water quality control plans, known as Basin Plans, of the State RWQCBs. The project site is within the jurisdiction of the Santa Ana RWQCB (Region 8). The Water Quality Control Plan for the Santa Ana River Basin is described in the discussion of regional regulations.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint source stormwater runoff. Each NPDES permit identifies limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits.

Nonpoint source pollution originates over a wide area rather than from a definable point. Nonpoint source pollution often enters receiving water in the form of surface runoff and is not conveyed by way of pipelines or discrete conveyances. Two types of nonpoint source discharges are controlled by the NPDES program: discharges caused by general construction activities and the general quality of stormwater in municipal stormwater systems. The goal of the NPDES nonpoint source regulations is to improve the quality of stormwater discharged to receiving waters to the maximum extent practicable. The RWQCBs in California are responsible for implementing the NPDES permit system. The NPDES permits relevant to the proposed project are described in the discussion of State and regional regulations.

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from, and mitigating against disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program and administering programs that aid with mitigating future damages from natural hazards.

FEMA prepares Flood Insurance Rate Maps that delineate the regulatory floodplain to assist local governments with the land use planning and floodplain management decisions needed to meet the requirements of the National Flood Insurance Program. Floodplains are divided into flood hazard areas, which are areas designated according to their potential for flooding, as delineated on Flood Insurance Rate Maps. Special Flood Hazard Areas are the areas identified as having a one percent chance of flooding each year (otherwise known as the 100-year flood). In general, the National Flood Insurance Program mandates that development is not to proceed within the regulatory 100-year floodplain if the development is expected to increase flood elevation by one foot or more.

STATE

California Porter-Cologne Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the nine RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the CWA. As mentioned above, the applicable RWQCB for the proposed project is the Santa Ana RWQCB. The SWRCB and the Santa Ana RWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substances, sewage, or oil or petroleum products.

National Pollutant Discharge Elimination System Construction General Permit

The SWRCB adopted the statewide NPDES Construction General Permit in August 1999. The State requires that projects disturbing more than one acre of land during construction file a Notice of Intent with the applicable RWQCB to be covered under this permit. Construction activities subject to the Construction General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of a project; the BMPs must address source control and, if necessary, pollutant control.

Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act (SGMA), a three-bill package signed into law in 2014, creates a framework for the management of groundwater sources throughout the State. Pursuant to SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a groundwater sustainability agency (GSA) for that basin. SGMA requires medium- and high-priority basins to

develop GSAs, develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. SGMA exempts adjudicated groundwater basins (i.e., those that already operate under a court-ordered water management plan) from the requirements of designating a GSA and developing a GSP.

The project site is within the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Chino Subbasin was adjudicated under the Chino Basin Judgment, entered on January 27, 1978, by the Superior Court for the County of San Bernardino. The Chino Basin Watermaster was established to administer and enforce the provisions of the 1978 Judgement and to develop and implement an Optimum Basin Management Program for the Chino Subbasin. The intent of the Optimum Basin Management Program is to enhance water supplies, protect water quality, and improve management of the Chino Subbasin.

As an adjudicated basin, the Chino Subbasin is exempt from the requirements of SGMA but is instead subject to groundwater pumping allocations under the 1978 Judgement (Dudek 2024) (Appendix J). Under SGMA, the Chino Basin Watermaster is also required to submit specific data, information, and annual reports for the previous water year to the California Department of Water Resources (DWR). Information submitted to DWR includes groundwater elevation data, groundwater extraction data, surface water supply used or available for use for groundwater recharge or in-lieu use, total water use, change in groundwater storage, and an annual report submitted to the court (CBWM 2016).

For the purposes of SGMA compliance, groundwater basins are defined as those delineated by DWR in Bulletin 118. In the Chino Subbasin, as in many other basins, the boundaries in Bulletin 118 do not match the adjudicated basin boundaries within the 1978 Judgment. In some areas, surrounding adjudicated basin boundaries overlap the Bulletin 118 boundaries, and in other areas, the Bulletin 118 basin boundaries are either within or outside of the adjudicated basin boundaries. As required by SGMA, DWR has adopted regulations providing a process through which Bulletin 118 basin boundaries may be modified for the purposes of the SGMA. The Chino Basin Watermaster, in conjunction with the three Municipal Water Districts that overlie the basin – the Inland Empire Utilities Agency, the Three Valleys Municipal Water District, and the Western Municipal Water District – proposed certain modifications that would, in many portions of the basin, conform the boundaries of the Chino Subbasin for SGMA compliance to the adjudicated boundaries (CBWM 2023).

REGIONAL

Water Quality Control Plan for the Santa Ana River Basin

Under the Porter-Cologne Act, each RWQCB must formulate and adopt a water quality control plan for its region. The Basin Plan for the Santa Ana River Basin (Basin Plan), adopted on January 24, 1995, and last updated in June 2019, is the water quality control plan for the Santa Ana Region, which encompasses the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas (Santa Ana RWQCB 2019). The Basin Plan seeks to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana Region. It discusses the existing water quality, beneficial uses of the groundwater and surface waters, and local water quality conditions and problems within the Santa Ana Region. The Basin Plan provides water quality standards for water resources in the Santa Ana Region and includes an implementation plan to maintain these standards. The standards serve as the basis for the Basin's regulatory programs. Basin Plan implementation occurs primarily through issuance of individual waste discharge requirements; discharge prohibitions; water quality certifications; programs for salt management, nonpoint sources, and stormwater; and monitoring and regulatory enforcement actions, as necessary.

San Bernardino County Municipal Separate Storm Sewer System Permit

The City of Rancho Cucamonga and other co-permittees participate in an areawide urban stormwater runoff management program covered under the San Bernardino County Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036, NDPES Permit No. CAS618036). This permit regulates the discharge of pollutants in urban runoff from non-agricultural human sources from the MS4s under the jurisdiction or responsibility of the co-permittees. This permit requires co-permittees to incorporate appropriate erosion and sediment control BMPs and ensure that runoff from new development projects does not cause a nuisance to adjoining or downstream properties in stream channels to the maximum extent practicable. The permit also outlines the following potential water quality impacts that should be considered as part of the CEQA evaluation:

- Potential impact of project construction on stormwater runoff;
- Potential impact of project's post-construction activity on stormwater runoff;
- Potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas;
- Potential for discharge of stormwater to affect the beneficial uses of the receiving waters;
- Potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm; and
- Potential for significant increases in erosion of the project site or surrounding areas.

New development projects that create 10,000 square feet or more of impervious surface collectively over the entire project site are required to develop project-specific Water Quality Management Plans (WQMPs). The WQMPs must include BMPs for source control, pollution prevention, site design, low impact design (LID) implementation (where feasible), structural treatment-control BMPs, and control measures for any listed pollutant to an impaired waterbody on the 303(d) list.

Water Quality Management Plan

The San Bernardino County MS4 Permit requires co-permittees to develop and implement programs for stormwater management within San Bernardino County, which would regulate the discharge of pollutants into stormwater and runoff into the storm drain system and receiving waters within the area covered by the NPDES permit. In compliance with this permit, the San Bernardino County Department of Public Works' Storm Water Program contains guidelines for the preparation of WQMPs by new development and major redevelopment projects of specific land uses and sizes. A WQMP is required as part of the permit process for new development projects and requires the implementation of long-term BMPs. Individual WQMPs need to identify pollutants of concern based on the proposed land use and site activities, and select applicable site design, source control, and treatment control BMPs that effectively prohibit non-stormwater discharges from entering the storm drain system and that reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also requires the on-site retention of stormwater to prevent hydrologic conditions of concern—including flooding, erosion, scour, sedimentation, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels and bodies—if the facilities have not been engineered to their ultimate capacities or if natural conditions are present.

LOCAL

City of Rancho Cucamonga Municipal Code

City of Rancho Cucamonga Municipal Code Chapter 19.20 is known as the Storm Water and Urban Runoff Management and Discharge Control Ordinance. The ordinance was adopted to comply with the CWA, the California Porter-Cologne Water Quality Control Act, and the City's NPDES permit and seeks to protect and enhance the quality of water bodies and water courses. The regulations address connections to the City's MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, immediate notification and written notification of accidental discharge, and property owner responsibility for illegal discharges. Sections 19.20.100 and 19.20.110 require that any person undertaking any activity or operation in the City that could potentially cause or contribute to stormwater pollution or a discharge of non-stormwater to the City's MS4 shall comply with all applicable BMPs in the California Storm Water Best Management Practices Handbooks and applicable NPDES permits to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's MS4 to the maximum extent practicable or to the extent required by law.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to hydrology and water quality, compliance with which would minimize or avoid adverse impacts.

- 5.10-1: A final drainage study shall be submitted to and approved by the City Engineer prior to final map approval or the issuance of building permits, whichever occurs first. All drainage facilities shall be installed as required by the City Engineer.
- 5.10-2: Adequate provisions shall be made for acceptance and disposal of surface drainage entering the property from adjacent areas.

3.9.2 Environmental Setting

HYDROLOGY AND DRAINAGE

The project site is in the Chino Hydrologic Subarea which is in the Middle Santa Ana River Hydrologic Area and the Santa Ana River Hydrologic Unit. The Santa Ana River is the primary natural surface water feature in the project vicinity. The Santa Ana River is largely classified as an intermittent stream and only contains flowing water during certain times of the year. Other major creeks within the Chino Hydrologic Subarea include Chino Creek, Cucamonga Creek, Deer Creek, Day Creek, and East Etiwanda Creek.

The project site is in an industrial area, encompassing approximately 73 acres. The project site consists primarily of pervious, barren soil (RICK Engineering 2024) (Appendix G). The project site is generally divided into two distinct drainage basins (Figure 3.9-1). The eastern portion of the site drains southeasterly, while the western portion of the site drains southwesterly. Both discharge points are along the southern property line. The project site is subject to stormwater run-on from an offsite area of approximately 65 acres, which drains from the north. There is an existing concrete channel, bisecting the westerly portion of the site. The northwestern portion of the project site sheet flows to the channel, which continues southerly to a neighboring property. The eastern drainage basin drains southerly via surface flow and an existing 30-inch pipe. The pipe accepts runoff from the center portion of the project site, and discharges to an offsite grass lot. The easterly portion of the project site drains to the grass lot via surface flow. There is an existing 42-inch pipe in the grass lot that picks up these flows, in addition to offsite flows from Etiwanda Avenue and other adjacent lots. The 42-inch storm drain lateral connects to the Etiwanda Avenue storm drain, then drains to Etiwanda Creek and, ultimately, the Pacific Ocean. The southwest portion of the project site and a small southerly portion east of the concrete channel drain south to an adjacent property (RICK Engineering 2024) (Appendix G).

SURFACE WATER QUALITY

Surface water quality is affected by point source and nonpoint source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, and nonpoint source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point source pollutants are controlled with pollutant discharge regulations or waste discharge requirements. Nonpoint source pollutants are more difficult to monitor and control, although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush," when early rainfall flushes out pollutants that have accumulated on hardscape surfaces during the dry months.

Receiving waters of the drainage area are Day Creek, Cucamonga Creek, Mill Creek, Chino Creek, Santa Ana River, and the Pacific Ocean. As discussed in Section 3.9.1, "Regulatory Setting," the Santa Ana RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies and groundwater (Table 3.9-1).

Table 3.9-1 Beneficial Uses, Impairments, and TMDLs, for Receiving Waters of the Drainage Area

Receiving Water	Beneficial Uses	303(d) Listed Impairments	Applicable TMDLs
Day Creek	None	None	None
Cucamonga Creek, Reach 1	GWR, REC-1, REC-2, LWRM, WILD	Cadmium, Copper, Lead, Zinc	Indicator Bacteria
Mill Creek (Prado Area)	REC-1, REC-2, WARM, WILD, RARE	Indicator Bacteria, Nutrients, Total Suspended Solids	Indicator Bacteria
Chino Creek, Reach 1A	REC-1, REC-2, WARM, WILD, RARE	Indicator Bacteria, Nutrients	Indicator Bacteria
Santa Ana River, Reach 3	AGR, GWR, REC-1, REC-2, WARM, WILD, RARE, SPWN	Copper, Indicator Bacteria, Lead	Indicator Bacteria
Santa Ana River, Reach 2	AGR, GWR, REC-1, REC-2, WARM, WILD, RARE, SPWN	None	None
Santa Ana River, Reach 1	REC-1, REC-2, WARM, WILD	None	None

Notes: AGR = agricultural supply; GWR = groundwater recharge; LWRM = limited warm freshwater habitat; RARE = rare, threatened, or endangered species; REC-1 = water contact recreation; REC-2 = non-contact water recreation; SPWN = spawning, reproduction, and development; TMDL = total maximum daily load; WARM = warm freshwater habitat; WILD = wildlife habitat

Source: Santa Ana RWQCB 2019: Table 3-1

As discussed in Section 3.9.1, "Regulatory Setting," the State is required to develop a list of impaired water bodies that do not meet water quality standards in accordance with Section 303(d) of the CWA (See Table 3.9-1). Once a water body has been placed on the 303(d) list of impaired waters, the State is required to develop a TMDL threshold to address each pollutant causing impairment (See Table 3.9-1). As defined previously, a TMDL is the amount of the pollutant that a water body can receive and still comply with water quality objectives.

GROUNDWATER

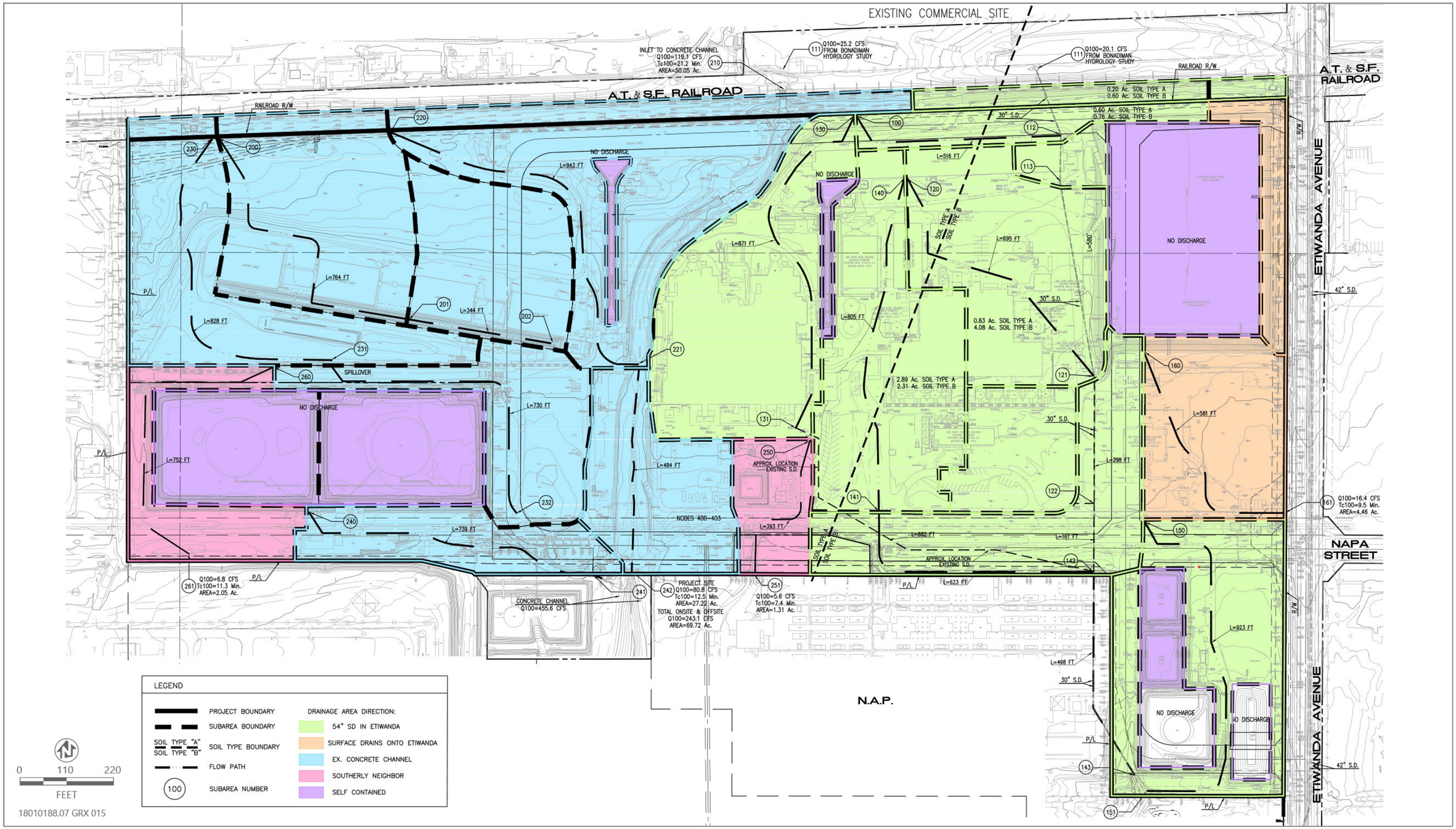
Hydrogeologic Setting

The project site is within the boundaries of the Chino Subbasin, which is within the Upper Santa Ana Valley Groundwater Basin. Encompassing an area of 240 square miles, the Chino Subbasin is bounded on the east by the Rialto-Colton Fault, on the southeast by the contact with impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures, on the south with impermeable rocks and by the Chino Fault, on the northwest by the San Jose Fault, and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga Fault (DWR 2006).

The water-bearing units in the Chino Subbasin include Holocene and Upper Pleistocene alluvium. The Holocene alluvium consists mainly of alluvial-fan deposits, with a maximum thickness of 150 feet that are coarsest in and near the mouths of the canyons and finer away from canyon mouths in the southern part of the Chino Subbasin. The Pleistocene alluvium is exposed mainly in the northern part of the Chino Subbasin and supplies most of the water to wells in the Chino Subbasin. This alluvium is approximately 600 to 700 feet thick throughout most of the Chino Subbasin and contains interfingering, fine alluvial-fan deposits and coarser, fluvial deposits. Most of the wells producing water from the eastern half of the Chino Subbasin draw from the coarse portion of the Pleistocene alluvium. The Pleistocene alluvium in the central part of the Chino Subbasin has the lowest clay content and the highest well yields, with 500 to 1,000 gallons per minute. In the southern part of the Chino Subbasin, the sediments tend to contain more clay and wells generally yield between 100 and 500 gallons per minute (DWR 2006).

Groundwater recharge to the subbasin occurs by direct infiltration or precipitation on the subbasin floor, infiltration of surface flow, and underflow of groundwater from adjacent basins. The five recharge facilities in the subbasin are Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria (DWR 2006).

The total groundwater storage capacity of the Chino Subbasin is estimated to be 18,300,000 acre-feet. The current amount of groundwater in managed storage is 700,000 acre-feet (Dudek 2024) (Appendix J).



Source: Image produced and provided by Thienes Engineering, Inc. in 2024, adapted by Ascent in 2024.

Figure 3.9-1 Existing Hydrology and Drainage

Groundwater Levels

Based on the Geotechnical Investigation prepared for the proposed project, the depth to groundwater beneath the project site is estimated to be greater than 500 feet below the ground surface (bgs). The nearest groundwater wells to the project site are two Cucamonga Valley Water District (CVWD) wells located approximately 1.8 miles northwest of the project site. Groundwater levels at these wells were measured at depths of 604 and 602 feet bgs (Kleinfelder 2024a) (Appendix E).

Groundwater Management

As described in Section 3.9.1, "Regulatory Setting," the Chino Subbasin was adjudicated under a 1978 Judgement. The Chino Basin Watermaster was established to administer and enforce the provisions of the 1978 Judgement and to develop and implement an Optimum Basin Management Program for the Chino Subbasin. The intent of the Optimum Basin Management Program is to enhance water supplies, protect water quality, and improve management of the Chino Subbasin. As an adjudicated basin, the Chino Subbasin is exempt from the requirements of SGMA but is instead subject to groundwater pumping allocations under the 1978 Judgement (Dudek 2024) (Appendix J). Under SGMA, the Chino Basin Watermaster is also required to submit specific data, information, and annual reports for the previous water year to the DWR. Information submitted to DWR includes groundwater elevation data, groundwater extraction data, surface water supply used or available for use for groundwater recharge or in-lieu use, total water use, change in groundwater storage, and an annual report submitted to the court (CBWM 2016).

Groundwater Supplies

The project site is not currently served by a water district; however, it is anticipated that the project site would be annexed by CVWD and included in CVWD's service area boundary. CVWD's primary water sources include groundwater pumped from the Chino Subbasin, which has historically accounted for approximately 34 percent of CVWD's total water supply. CVWD also pumps groundwater from the Cucamonga Basin.

Total annual groundwater production from the Chino Subbasin has ranged from a minimum of approximately 122,864 acre-feet (fiscal year 1982/1983) to a maximum of approximately 188,910 acre-feet (fiscal year 2008/2009). The safe yield in the Chino Subbasin is currently 131,000 acre-feet per year. Safe yield is defined as the long-term average annual quantity of groundwater (excluding replenishment of stored water but including return flow to the Chino Subbasin from use of replenishment or stored water) that can be produced from the Chino Subbasin under conditions of a particular yield without causing an undesirable result (Dudek 2024) (Appendix J). The Chino Subbasin is not critically overdrafted, meaning the groundwater demand does not exceed the subbasin's sustainable recharge (DWR 2023).

CVWD also imports surface water supplies from the Metropolitan Water District. In the event local surface water and imported water is limited, CVWD has the flexibility to increase groundwater production from the Chino Subbasin. CVWD may increase groundwater production from the Chino Subbasin in excess of water rights as long as overproduction is taken from the CVWD storage account or by purchasing replenishment water. The CVWD currently has approximately 65,000 acre-feet stored in the Chino Subbasin (Dudek 2024) (Appendix J).

Groundwater Quality

Groundwater quality in areas of the Chino Subbasin has been affected by contamination. The most serious problems pertaining to groundwater quality are high concentrations (exceeding California drinking water standards) of total dissolved solids and nitrates from agricultural land use in the southern part of the Chino Subbasin. Additional primary contaminants of concern include perchlorate and volatile organic compounds from industrial operations. There are five volatile organic compound contamination plumes in the Chino Subbasin based on concentrations measured at wells from July 2015 to June 2020. The five volatile organic compound contamination plumes are all located in the southwestern part of the Chino Subbasin south of Interstate 10 and not in the project vicinity (Dudek 2024) (Appendix J).

The 2020 State of the Basin Report lists all the contaminants that exceeded a California drinking water maximum contaminant level and the number of wells with exceedances. Contaminants where a primary maximum contaminant level was exceeded in 50 or more wells from July 2015 to June 2020 and are not associated with a single point-source contamination plume include 1,2,3-Trichloropropane; 1,2-dichloroethane; arsenic; benzene; total chromium;

hexavalent chromium; perchlorate; perchloroethylene; and trichloroethylene. Contaminants that the California Division of Drinking Water considers a candidate for the development of a maximum contaminant level or is in the process of developing a maximum contaminant level include perfluorooctanoic acid; perfluorooctanesulfonic acid; and 1,4-dioxane (Dudek 2024) (Appendix J).

Because groundwater quality in the Chino Subbasin has been impacted by contamination, groundwater produced by CVWD undergoes treatment and blending at one of CVWD's three treatment plants before distribution to customers.

FLOOD HAZARDS

The project site is shown on FEMA Flood Insurance Rate Map numbers 0671C8634J, effective September 26, 2014, and 06071C8633J, effective September 2, 2016. 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 entirely within Zone X, which is defined as an area of minimal flood hazard (RICK Engineering 2024) (Appendix G). The project site is not near an enclosed or partially enclosed body of water, such as a lake, reservoir, bay, or harbor, and is not susceptible to a seiche. The project site is over 40 miles inland from the Pacific Ocean and is not subject to a tsunami (Kleinfelder 2024a) (Appendix E).

The project site is not within a floodplain safety district and is not downstream of or within a dam inundation zone as identified by the County of San Bernardino. However, the project site is approximately 0.5 mile east of the Day Creek flood control channel and is located near dam inundation zones associated with this creek (City of Rancho Cucamonga 2021: Figure 5.10-3). This dam is 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.

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential hydrology and water quality impacts is based on a review of existing documents and studies that address water resources in the project vicinity. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the thresholds of significance presented in this section. In determining the level of significance, the analysis assumes that the proposed project would comply with relevant federal, State, regional, and local laws, ordinances, and regulations.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant hydrology or water quality impact if it would:

- violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would:
  - result in substantial erosion or siltation on- or off-site;
  - result in flooding on-site or off-site;
  - create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - impede or redirect flood flows;

- in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ISSUES NOT DISCUSSED FURTHER

Risk Release of Pollutants Due to Project Inundation in Flood Hazard, Tsunami, Seiche Zone

As described in Section 3.9.2, "Environmental Setting," the project site is not located within any of the following zones: 100-year floodplain, 500-year floodplain, 500-year floodplain protected by levee, area susceptible to seiche, or an area subject to a tsunami. The project site is not within a floodplain safety district and is not downstream of or within a dam inundation zone. Therefore, construction and operation of the proposed project would not result in increased risk of pollutant release due to project inundation in a flood hazard, tsunami, or seiche zone. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality

Proposed project construction would involve ground disturbance across the site, potentially resulting in the generation of water pollutants, and post-construction operations would increase the amount of impervious surface area on the project site. The project would be subject to the statewide NPDES Construction General Permit requirements, which include implementation of a project-specific SWPPP and BMPs to reduce pollutants in stormwater runoff leaving the construction site. Additionally, the proposed project design would incorporate post-construction stormwater management BMPs identified in a project-specific WQMP to ensure that stormwater runoff from the project site in managed in accordance with the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. Therefore, the proposed project would not result in stormwater discharges that violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. This impact is **less than significant**.

Proposed project construction would occur over approximately 18 months and involve site clearing, grading, excavation, building construction, paving, landscaping, and applying architectural coatings. These activities would take place throughout the approximately 73-acre project site and could result in the generation of water quality pollutants such as silt, debris, chemicals, paints, and other substances that have potential to adversely affect water quality in the absence of protective or avoidance measures. Grading activities during construction would involve approximately 255,000 cubic yards of cut and fill that would be balanced on site; up to 8,700 cubic yards of cut and fill would be moved on a daily basis.

Because the proposed project would involve disturbing more than one acre of land during construction, preparation and implementation of a SWPPP would be required under the statewide NPDES Construction General Permit. As part of the SWPPP, BMPs would be identified for each construction phase to reduce pollutants in stormwater runoff. Examples of typical construction BMPs include using tarps and fiber rolls, installing storm drain inlet protection, applying water or other dust palliatives, and stabilizing truck entrances and exits. Compliance with the statewide NPDES Construction General Permit would ensure that construction activities do not result in stormwater discharges that would violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality.

Following construction, the project site would be developed with five industrial buildings, onsite roadway improvements, truck yards, and parking improvements, resulting in approximately 2,746,894 square feet (63 acres) of new impervious surfaces (RICK Engineering 2024) (Appendix G). Approximately 10 acres of the project site would be landscaped. Pollutants of concern that may enter stormwater runoff from paved and landscaped surfaces include pathogens, nutrients (phosphorus and nitrogen), noxious aquatic plants, sediment, total suspended solids, pH,

pesticides, herbicides, organic compounds, metals, oil, grease, trash, debris, and organic compounds (RICK Engineering 2024) (Appendix G). These pollutants have potential to adversely affect water quality in the absence of protective or avoidance measures.

As discussed in Section 3.9.1, "Regulatory Setting," the project site is subject to the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. Because the proposed project involves the addition or replacement of more than 5,000 square feet of impervious surface on an already developed site, the proposed project meets the definition of a "Priority Project" in the *San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans* (CDM Smith Inc. 2013). Accordingly, a project-specific WQMP is required to address post-construction stormwater management.

The existing channel bisecting the westerly portion of the project site would be replaced with an approximately 3-foot by 7-foot reinforced concrete box culvert (Line A) that would be constructed in the same approximate location as the existing, onsite channel. The proposed culvert would convey offsite flows from the north to an existing downstream channel. Line A would bisect the project site into two areas with different outlets. Buildings 3 and 4 west of "C" Street would drain to a series of catch basins in the proposed truck yards. After being detained by intentionally undersized storm drains in the truck yard, low flows would be routed to underground corrugated metal pipe (CMP) detention facilities and treated by proprietary biofiltration units, while high flows would continue easterly via proposed private storm drain systems and connect to Line A. Runoff from Line A, as well as un-detained flows from new public street C would discharge to the existing channel south of the project site. Buildings 1, 2, and 5 east of new public street C would ultimately drain to the existing 42-inch storm drain in Etiwanda Avenue. Runoff from Building 1 would drain into the northerly and southerly truck yards, where low flows would be detained and treated, while high flows would continue easterly to connect to Line B. Runoff from Building 2 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south, then west, to connect to Line B. The Line B storm drain would connect to the existing 42-inch storm drain in Etiwanda Avenue. Runoff from Building 5 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south to connect to Line K. The Line K storm drain would connect to the existing 42-inch storm drain in Etiwanda Avenue. Un-detained runoff from portions of "A" street and "B" street is also tributary to the existing 42-inch storm drain in Etiwanda Avenue.

Onsite storm drain systems are proposed to collect onsite and offsite runoff, as well as LID proprietary biofiltration BMPs, and LID self-retaining BMPs, which would be designed to provide water quality treatment and to reduce storm water discharge volume to mimic existing flow patterns. Structural LID BMPs and structural source control BMPs would be included in the proposed project. Drain inserts and hydrodynamic separators will serve as pre-treatment to the proposed LID BMPs. Because the onsite soils with certain areas of the project site contain concentrations of chemicals above human health and disposal criteria (see Section 3.8, "Hazards and Hazardous Materials"), infiltration of stormwater is not proposed. Rather, biofiltration BMPs would be included. Flows from these areas would be directed to solid underground CMP facilities to store the runoff volume, then routed to proprietary bioretention units for treatment. Modular wetlands would be selected for the biofiltration units. Approximately 6 acres of landscaping along the perimeters of the project site would not be routed to the LID BMPs because these areas would be self-treating (RICK Engineering 2024) (Appendix G).

Implementation of the BMPs identified in the project-specific WQMP would ensure that stormwater runoff from the project site would be addressed in accordance with the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. In addition, Standard Conditions of Approval 5.10-1 and 5.10-2 would ensure that proposed project stormwater drainage facilities meet the requirements of the City Engineer and that the proposed project includes adequate provisions for accepting and disposing of surface drainage entering the project site from off-site. Therefore, proposed project implementation would not result in stormwater discharges that violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.9-2: Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin

As the water service provider, CVWD would have sufficient groundwater supplies to accommodate the water demand associated with construction and operation of the proposed project. The proposed project would increase impervious surfaces at the project site, which would reduce the surface area for precipitation to percolate into groundwater. However, direct precipitation on the project site is not a substantial source of groundwater recharge to the Chino Subbasin. Stormwater runoff within the Chino Subbasin is collected through existing storm drain systems and directed to recharge facilities throughout the subbasin. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that sustainable groundwater management of the Chino Subbasin would be impeded. This impact is **less than significant**.

Groundwater Supplies

Construction activities would involve ground-disturbing activities such as grading and deeper excavations to remove existing undocumented artificial fills and install building foundations, underground stormwater detention systems, utilities, and landscaping. As described in Section 3.9.2, "Environmental Setting," the depth to groundwater beneath the project site is estimated to be greater than 500 feet bgs. Therefore, groundwater dewatering is not anticipated during project construction. Existing water supplies would be sufficient to accommodate the water needs for temporary construction activities, such as water for cleaning surfaces, mixing with concrete or other materials, and suppressing dust. Therefore, construction activities are not anticipated to result in a substantial decrease in groundwater supplies.

The project site is not currently served by a water district. To obtain water and sewer service, it is anticipated that the project site would be annexed by CVWD and included in CVWD's service area boundary (Dudek 2024) (Appendix J). As discussed in Section 3.9.2, "Environmental Setting," groundwater pumped from the Chino Subbasin has historically accounted for approximately 34 percent of CVWD's total water supply. In 2020, CVWD used 26,933 acre-feet of groundwater to meet customer demands and forecasts that groundwater supplies will range from 20,250 acre-feet in 2025 to 27,630 acre-feet in 2045. The proposed project would have a water demand of approximately 83 acre-feet per year. The *Water Supply Assessment* for the proposed project concluded that CVWD's total projected water supplies would be sufficient to meet the projected water demand associated with the proposed project. Furthermore, CVWD has the flexibility to increase groundwater production from the Chino Subbasin to meet future water demands. CVWD may increase groundwater production from the Chino Subbasin in excess of water rights as long as overproduction is taken from the CVWD storage account or by purchasing replenishment water. The CVWD currently has approximately 65,000 acre-feet stored in the Chino Subbasin (Dudek 2024) (Appendix J). Therefore, the water demand for the proposed project is not anticipated to result in a substantial decrease in groundwater supplies. For additional analysis related to the proposed project's impacts on available water supplies, refer to Section 3.16, "Utilities and Service Systems."

Groundwater Recharge

The project site would be developed with new impervious surfaces, including five industrial buildings, onsite roadway improvements, truck yards, and parking improvements, which would result in a net increase in impervious surfaces of approximately 63 acres (RICK Engineering 2024) (Appendix G). The increase in impervious surfaces would reduce the surface area for precipitation to percolate into groundwater at the project site. However, direct precipitation on the project site is not a substantial source of groundwater recharge to the Chino Subbasin. As described in Section 3.9.2, "Environmental Setting," stormwater runoff within the Chino Subbasin is collected through existing storm drain systems and directed to recharge facilities throughout the subbasin. Therefore, the project's increase in impervious surface area would not substantially reduce groundwater recharge in the Chino Subbasin.

Summary

Based on the above discussion, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the Chino Subbasin. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.9-3: Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows

The proposed project would result in an increase in impervious surfaces at the project site. However, the proposed project design incorporates storm drain systems to collect onsite and offsite runoff, as well as LID and structural source control BMPs that would capture, treat, retain, and discharge flows. These BMPs would remove pollutants from stormwater runoff and reduce stormwater discharge volumes to mimic existing flow patterns. The proposed project would be subject to the requirements of the statewide NPDES Construction General Permit, San Bernardino County MS4 Permit, and City of Rancho Cucamonga regulations and standard conditions of approval related to site drainage. Therefore, the proposed project would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or impede or redirect flood flows. This impact is **less than significant**.

Proposed project construction would involve site clearing, grading and excavation, building construction, paving, landscaping, and applying architectural coatings. Grading activities during construction would involve approximately 255,000 cubic yards of cut and fill that would be balanced on site; up to 8,700 cubic yards of cut and fill would be moved on a daily basis. These construction activities have potential to result in erosion, siltation, and other sources of pollutants (e.g., debris, chemicals, and other substances) in stormwater runoff. However, as discussed under Impact 3.9-1, the proposed project would be required to obtain coverage under the statewide NPDES Construction General Permit, which includes requirements for the preparation and implementation of a project-specific SWPPP. The SWPPP would identify BMPs to control sediment, erosion, and contamination of stormwater runoff during construction. Examples of typical construction BMPs include using tarps and fiber rolls, installing storm drain inlet protection, applying water or other dust palliatives, and stabilizing truck entrances and exits.

Following construction, the 73-acre project site would be developed with approximately 63 acres of new impervious surfaces, including five industrial buildings, onsite roadway improvements, truck yards, and parking improvements. Approximately 10 acres of the project site would be landscaped. As described under Impact 3.9-1, runoff from the project site would be directed to biofiltration BMPs leading to underground CMP retention facilities that would store and route the stormwater to proprietary bioretention units for treatment. In addition to the LID BMPs, multiple structural source control BMPs are proposed. Drain inserts and hydrodynamic separators would serve as pre-treatment by removing sediment, oil, trash, and debris from stormwater. These BMPs would remove pollutants from stormwater runoff and reduce stormwater discharge volumes to mimic existing flow patterns (RICK Engineering 2024) (Appendix G).

As noted in Section 3.9.2, "Environmental Setting," the existing storm drain system running along Etiwanda Avenue that receives stormwater from the eastern portion of the project site is undersized. However, post-project flows to this storm drain system would be less than existing flows.

Furthermore, the proposed project would be required to comply with the City's regulations and standard conditions of approval that protect and enhance the quality of water bodies and water courses. The proposed project would meet the requirements of the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance (Municipal Code Chapter 19.20), which requires project proponents to comply with applicable BMPs and NPDES permits to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the MS4 system. In accordance with City Standard Conditions of Approval 5.10-1 and 5.10-2, the project proponent would be required to submit a drainage study to the City Engineer prior to final map approval or the issuance of building permits to demonstrate that design features to address drainage, stormwater discharge, and flood hazards are incorporated in the proposed project design.

Based on the above discussion, the proposed project would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or that would impede or redirect flood flows. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.9-4: Conflict with or Obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

Compliance with the requirements of the statewide NPDES Construction General Permit and San Bernardino County MS4 Permit would ensure that surface and groundwater would not be adversely affected during project construction and operation. As the anticipated water service provider, CVWD would have sufficient groundwater supplies to meet the projected water demand for the proposed project. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact is **less than significant**.

Basin Plan for the Santa Ana River Basin

The project site is within the jurisdiction of the Santa Ana RWQCB, which adopted the Basin Plan for the Santa Ana River Basin to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana Region. As described under Impact 3.9-1, project construction would be subject to the statewide NPDES Construction General Permit requirements, which include implementation of a project-specific SWPPP and BMPs to reduce pollutants in stormwater runoff leaving the construction site. Additionally, the proposed project design would incorporate post-construction stormwater management BMPs identified in a project-specific WQMP to ensure that stormwater runoff from the project site in managed in accordance with the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. Therefore, the proposed project would not result in stormwater discharges that would adversely affect surface and groundwater quality in a manner that conflicts with or obstructs implementation of the Basin Plan.

Optimum Basin Management Program

The project site overlies the Chino Subbasin. As discussed in Section 3.9.1, "Regulatory Setting," the Chino Subbasin is an adjudicated basin and is exempt from SGMA requirements of designating a GSA and developing a GSP. Pursuant to the 1978 Chino Basin Judgement, described in Section 3.9.1, "Regulatory Setting," the Chino Basin Watermaster was established to develop an Optimum Basin Management Program. The intent of the Optimum Basin Management Program is to enhance water supplies, protect water quality, and improve management of the subbasin. As discussed under Impact 3.9-2, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge within the Chino Subbasin. Therefore, the proposed project would not interfere with the sustainable management of the Chino Subbasin and would not conflict with or obstruct implementation of the Optimum Basin Management Program.

Summary

Based on the above discussion, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.10 LAND USE AND PLANNING

This land use analysis evaluates the consistency of the proposed project with applicable land use plans and policies. This section provides a description of existing land uses surrounding the project site and an assessment of changes to those conditions that would occur from proposed project implementation. The "Analysis Methodology" discussion below provides further detail on the approach used in this evaluation. The physical environmental effects associated with the proposed project, many of which pertain to issues of land use compatibility (e.g., noise, aesthetics, air quality) are evaluated in the respective sections of Chapter 3 of this Draft EIR. No public comments related to land use or planning were received in response to the Notice of Preparation (Appendix A).

3.10.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to land use are applicable to the proposed project.

STATE

Planning and Zoning Laws

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The General Plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The General Plan addresses a broad range of topics, including at a minimum land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area.

The State Zoning Law (California Government Code, Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, that are required to be consistent with the general plan. Local general plan policies and zoning ordinances, as they relate to the proposed project, are summarized below.

REGIONAL

Connect SoCal 2024

Connect SoCal 2024 is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Southern California Association of Governments (SCAG) metropolitan planning area, which encompasses six counties and 191 cities in the Southern California region (SCAG 2024). *Connect SoCal 2024* is a long-range comprehensive plan for the SCAG region's multi-modal transportation system. Key components of the plan include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region by 2050; a transportation network, including a list of transportation projects and investments; and a set of regional planning policies and implementation strategies to meet the plan's goals and performance requirements. Consistent with Senate Bill 375 (Statutes of 2008), the plan demonstrates how the forecasted regional development pattern, when integrated with the transportation network, measures, and policies, would, if implemented, achieve the 2035 per capita passenger vehicle greenhouse gas (GHG) emissions reduction target established for the region by the California Air Resources Board.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, also referred to as *PlanRC 2040*, is the comprehensive planning document governing development within the City, and contains goals, policies, and actions describing the City's vision for economic viability, livable neighborhoods, and environmental protection (City of Rancho Cucamonga 2021). *PlanRC 2040* establishes policies for the orderly growth and development of the City of Rancho Cucamonga.

The Land Use and Community Character chapter of the General Plan includes policies related to land use and planning. The following policies are applicable to the proposed project:

- **Policy LC-1.2** Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.
- **Policy LC-1.4** Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.
- **Policy LC-1.16** Healthy Development. Ensure that the design and development of our communities supports the health and well-being of our residents. Use the Healthy Development Checklist, or similar assessment tool, to assess the overall health performance and supportiveness of new development projects.
- **Policy LC-2.2** Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.
- **Policy LC-2.3** Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.
- **Policy LC-5.1** Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.
- **Policy LC-7.4** Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development.
- **Policy LC-7.6** Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.

The Safety chapter of the General Plan includes policies related to hazards that would affect the City and plans to address the hazards. The following policy is applicable to the proposed project:

- **Policy S-6.7** Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

Rancho Cucamonga Municipal Code

Title 17, Development Code

Title 17 (Development Code) of the Rancho Cucamonga Municipal Code (RCMC) is intended to protect and promote the public health, safety, morals, comfort, convenience, and general welfare of the City. Table 17.30.030-1 of the Development Code identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. Consequently, the Development Code only allows for development that is consistent with the General Plan Land Use Map and the programs and standards of the General Plan's Land Use and Community Character chapter. The stated purpose and intent of the Development Code, as presented in Section 17.02.101 (C), is to protect and promote the public health, safety, morals, comfort, convenience, and welfare, and more particularly to:

- Implement the goals and objectives of the general plan and to guide and manage the future growth of the city in accordance with such plan.
- Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the city to assure its orderly and beneficial development.
- Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements.
- Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

Section 17.30.030, Allowed Land Uses and Permit Requirements

Section 17.30.030 establishes the allowed uses and corresponding permit and entitlement requirements for the base zones are listed in Table 17.30.030-1 (Allowed Land Uses and Permit Requirements by Base Zone). The project site is zoned Industrial Employment (IE) and Flood Control/Utility Corridor (FC/UC). The IE zoning allows large distribution/fulfillment centers with accessory office space with approval of a conditional use permit (CUP) and master plan. The FC/UC zoning designates areas necessary for flood control facilities for protection of the public health, safety, and general welfare, as well as utility corridors in which land uses compatible with both the utility function and surrounding, existing, or proposed land uses.

Section 17.38.080, Large Warehouse Overlay Zone

The purpose of the Large Warehouse Overlay Zone (LW) as established by RCMC Section 17.38.080 is to ensure that large industrial buildings of 450,000 sf or more are located in areas of the city with adequate public services and infrastructure and are away from sensitive receptors who may be impacted by air pollutant emissions, noise, and other impacts generated by the predominant uses in such buildings. Pursuant to RCMC Section 17.38.080, industrial buildings with gross floor space of 450,000 sf or more that are developed within the city shall be located within the LW overlay zone or shall include a zoning map amendment as part of the proposed development project to establish the LW overlay zoning over the subject property. All warehouse development within the LW overlay zone is required to comply with the zoning regulations applicable to the underlying zoning designation and any master plan applicable to the subject property.

Standard Conditions of Approval

The City does not have standard conditions of approval that relate to land use and planning impacts.

3.10.2 Environmental Setting

PROJECT SITE

The approximately 73-acre project site is located at 8996 Etiwanda Avenue in the city of Rancho Cucamonga (city) and encompasses two Assessor Parcel Numbers (APNs): 0229-283-79 and 0229-283-83. The project site consists of approximately 3,165,440 square feet (sf) of gross lot area (equivalent to 72.6 acres). The project site is bounded by the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west.

The project site is generally vacant, undeveloped, previously disturbed bare ground. The project site was previously occupied by a natural gas power plant, operated by NRG Energy, that was decommissioned in 2018 and has since been demolished. Two large, cylindrical metal water tanks that were associated with the former power plant are present in the southwestern corner of the project site. According to the City's General Plan, the project site is located within the Industrial Employment District, which is primarily within the southeastern corner of the City (See Figure 2-3). The Industrial Employment District allows a broad range of medium industrial uses, including light industrial research parks, logistics centers, low impact manufacturing, and machining operations. Office and retail uses are permitted as accessory uses only. New residential uses, with the exception of on-site caretaker units, are not permitted. This designation serves as a transition zone between sensitive uses, such as residential, and more intense industrial uses.

The project site is zoned Industrial Employment (IE) and Flood Control/Utility Corridor (FC/UC) (See Figure 2-4). As stated in the RCMC, IE zones are designated areas reserved for manufacturing, processing, construction, 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 than would be compatible with office and residential uses. Non-industrial uses, except for accessory office and commercial uses (such as restaurants or convenience stores) that support the employees of the primary industrial use, and on-site caretaker units are prohibited in IE zones. The RCMC defines the FC/UC zone as designated areas necessary for flood control facilities for protection of the public health, safety, and general welfare, as well as utility corridors in which land uses compatible with both the utility function and surrounding, existing, or proposed land uses are allowed.

SURROUNDING LAND USE AND ZONING DESIGNATIONS

Land uses surrounding the project site primarily include a variety of industrial uses. The Atchison, Topeka and Santa Fe Railway (AT/SF) Railway borders the project site to the north. This railroad is active and operated by Burlington Northern Santa Fe for freight service and Metrolink for passenger rail service. Further north, across the AT/SF Railway, properties associated with active and inactive industrial manufacturing include Central Transport and Goodman Logistics warehouses, and undeveloped properties that in the past were developed with a steel manufacturing plant. These properties are designated IE and Neo-Industrial (NI) in the General Plan.

Etiwanda Avenue borders the project site to the east. East Etiwanda Creek channel runs north to south on the east side of Etiwanda Avenue, approximately 600 feet east of the project site. Industrial development is located east of the creek, including industrial manufacturing, warehousing, and paved and unpaved land in the cities of Rancho Cucamonga and Fontana. The properties within the City of Rancho Cucamonga are zoned IE in the RCMC. A Southern California Edison (SCE) electrical substation and switch yard, Inland Empire Utilities Agency water treatment plant, Inland Empire Regional Composting Authority composting facility, and San Bernardino County West Valley detention center and probation office are located to the south of the project site. To the west, the project site is bounded by an SCE electrical substation, O-Neill Logistics warehouse, and undeveloped areas. Day Creek runs southward approximately 0.5-mile west of the project site, and is bordered by a strip of undeveloped, natural land. Interstate 15 is located approximately 0.6-mile to the west of the project site. The Victoria Woods Apartments housing development is located approximately 0.4 mile northeast of the nearest property line of the project site, on the northeast corner of Arrow Route and Etiwanda Avenue (See Figure 2-2).

3.10.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of adverse land use and planning impacts is based on a review of land use plans, policies, and regulations pertaining to the project site, and existing regulatory framework (i.e., laws, ordinances, regulations, standards) that avoid or mitigate potentially significant environmental impacts, including the RCMC, *PlanRC 2040*, *Connect SoCal 2024*. This analysis assumes that the proposed project would comply with applicable State and local ordinances, regulations, and other requirements. The analysis also evaluates whether features of the proposed project would function as physical barriers that physically divide the existing established communities in the project vicinity.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant land use and planning impact if it would:

- physically divide an established community; or
- 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.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Physically Divide an Established Community

The proposed project would not construct physical features that function as barriers to travel between two or more parts of an existing established community. The nearest residential community is approximately 0.4-mile from the project site. The proposed project would develop the project site with a new warehouse distribution complex and new public streets within an existing industrial area. The new public streets would increase the number of travel connections through the project site and vicinity. Construction of utility connections located within Etiwanda Avenue right-of-way could result in temporary closures of existing travel lanes but would not function as a physical barrier between two or more areas of the surrounding community. Therefore, the proposed project would not physically divide an established community. This impact is **less than significant**.

The project site is generally vacant and was previously developed with a natural gas power plant. As described in Section 3.1.0, "Environmental Setting," the project site is directly surrounded by other industrial land uses, including the AT/SF Railway and industrial manufacturing facilities to the north, industrial manufacturing and warehouse facilities to the east, and a decommissioned SCE electrical power station to the south and west. The nearest residential land uses are located 0.4 mile to the northeast of the project site.

The proposed project would develop the project site with five buildings for warehouse distribution, office space, loading docks for truck trailers, automobile and truck trailer parking, new public streets, stormwater and other utility infrastructure improvements, landscaping, lighting, and signage. The proposed project would involve infill industrial redevelopment in an already-established industrial area and would not intrude upon established residential neighborhoods. No physical features, such as new highways, aboveground utility infrastructure, or easements, that would function as barriers to travel between two or more parts of an existing established community are proposed.

The proposed project would not involve permanent street or sidewalk closures that would interfere with or impair access within established communities. Construction of the proposed utility improvements would involve interconnections with existing utilities located within Etiwanda Avenue right-of-way. These construction activities could result in temporary closures of existing travel lanes but would not function as a physical barrier between two or more areas of the surrounding community.

Proposed vehicle access to the entire project site would be provided by public roadway connections in the project site and by the on-site vehicle circulation system to be constructed as part of the proposed project (Figure 2-8). Four new public streets (New Streets A, B, C, and D) would be constructed for the proposed project. New Street A would border Building 1 to the south and connect to the Etiwanda Avenue and Napa Street intersection. New Street B would border Building 1 to the east, New Street C would border Building 1 to the west and Buildings 3 and 4 to the east, and New Street D would border building 1 to the north. These streets would be part of the vehicle circulation system for the project site and provide access to buildings and surface parking. In addition, primary vehicle access into the project site would be provided by three main ingress/egress points from Etiwanda Avenue along the eastern boundary of the project site. The new public streets would not disrupt existing circulation patterns on adjacent roadways and would not function as a physical barrier between two or more areas of the surrounding community. Rather, the new public streets would increase the number of travel connections through the project site and vicinity.

Based on the above discussion, no elements of the proposed project would create a physical barrier within an established community. In addition, the proposed project would develop new public streets that would improve connectivity through the project site and vicinity. Therefore, the proposed project would not physically divide an established community. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.10-2: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project's land uses would be permitted by the existing zoning upon the issuance of a conditional use permit (CUP) and Master Plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080. The proposed project is also consistent with the Industrial Employment land use designation of the Rancho Cucamonga General Plan, as well as applicable policies in the Rancho Cucamonga General Plan, *Plan RC 2040*, that were adopted to encourage development patterns that are protective of human health and environmental resources. The proposed project is also consistent with the regional development pattern and growth forecast in the RTP/SCS for the SCAG Region, *Connect SoCal 2024*, as well as regional planning policies that provide guidance for integrating land use and transportation planning while minimizing environmental effects. Therefore, the proposed project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. This impact is **less than significant**.

As described below, the proposed project would not conflict with the Rancho Cucamonga Development Code, *PlanRC 2040* policies, or *Connect SoCal 2024*.

Potential to Conflict with the Rancho Cucamonga Municipal Code

As discussed in Section 3.10.1, "Regulatory Setting," the Rancho Cucamonga Development Code (RCMC Title 17) was established, in part, for the purpose of reducing hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements. The Rancho Cucamonga Development Code establishes zones, allowed uses, and development standards that reduce environmental impacts associated with siting incompatible land uses adjacent to each other. For example, the Rancho Cucamonga Development Code requires setbacks or buffers between industrial and residential land uses to minimize exposure of residents to air pollutants, noise, and traffic associated with industrial activity.

As described in Section 3.10.2, "Environmental Setting," the project site is zoned IE and FC/UC. The project site is directly surrounded by other industrial land uses in the NI and IE zones, including industrial manufacturing facilities, warehouses, an electrical substation and switch yard, a water treatment plant, a composting facility, a detention center and probation office, and vacant parcels.

The RCMC designates IE zones 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 RCMC designates FC/UC zones for flood control facilities necessary for protection of the public health, safety, and general welfare, as well as utility corridors in which land uses compatible with both the utility function and surrounding, existing, or proposed land uses are allowed.

The project site is designated for industrial uses under the City's General Plan and Zoning Code, where the project would be consistent with their requirements upon approval of a conditional use permit (CUP) and master plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080. As such, the proposed project would be required to comply with all applicable provisions of the RCMC (e.g., development standards), including the approval of a conditional use permit (CUP), a Master Plan, and zoning map amendment, as well as State and federal law. As such, the proposed project would be consistent with the City's development standards established Title 17 of the RCMC, including regulations adopted for the purpose of reducing hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements, as well as Sections 17.30.030(Allowed Land Uses and Permit Requirements by Base Zone) and 17.38.080 (Large Warehouse Overlay Zone) of the RCMC. Compliance with the City's development standards would be enforced as part of the design review and building permit process. Therefore, the proposed project would not conflict with the requirements of the RCMC adopted for the purpose of avoiding environmental effects.

Potential to Conflict with *PlanRC 2040*

As described in Section 3.10.2, "Environmental Setting," the project site is designated Industrial Employment in the General Plan. The Industrial Employment designation allows a broad range of medium industrial uses, including light industrial research parks, logistics centers, low impact manufacturing, and machining operations. Office and retail uses are permitted as accessory uses only. The proposed industrial distribution facilities, including high-cube fulfillment center (non-sorting), general warehouse, high-cube cold storage warehouse, and accessory office space, are allowable uses within this land use designation.

As discussed in Section 3.10.1, "Regulatory Setting," the Land Use and Community Character chapter of the Rancho Cucamonga General Plan, also referred to as *Plan RC 2040*, includes policies that govern the general distribution, location, and extent of land uses within the City that were adopted to encourage development patterns that are protective of human health and environmental resources (Table 3.10-1). As discussed in Table 3.10-1, the proposed project would not conflict with land use policies in *PlanRC 2040* adopted for the purpose of reducing environmental effects.

Table 3.10-1 Potential to Conflict with *PlanRC 2040* Land Use Policies

PlanRC 2040 Land Use Policy	Would the Project Conflict with the Policy?
Policy LC-1.2: Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.	No. The project would be developed on a site designated for industrial uses within an area of the City identified for industrial uses called the Southeast Industrial Area. The proposed project would be consistent with the development standards for industrial zones, which were adopted to regulate the character and scale of new development (refer to Section 3.1, "Aesthetics" for additional discussion). The project site is generally vacant and no known historical resources are documented within the boundaries of the project site (refer to Section 3.3 for additional discussion). Therefore, the proposed project would be compatible with the existing, historic, and envisioned future character and scale of the neighborhood, which is envisioned as an industrial area, and no conflict with Policy LC-1.2 would occur that would result in an adverse environmental effect.
Policy LC-1.4: Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.	No. As discussed under Impact 3.10-1 above, the proposed project would not involve permanent street or sidewalk closures that would interfere with or impair access within established communities. Rather, the proposed project includes new public streets that would increase the number of travel connections through the project site and vicinity. Therefore, no conflict with Policy LC-1.4 would occur that would result in an adverse environmental effect.
Policy LC-1.16: Healthy Development. Ensure that the design and development of our communities supports the health and well-being of our residents. Use the Healthy Development Checklist, or similar assessment tool, to assess the overall health performance and supportiveness of new development projects.	No. The Healthy Development Checklist was developed to provide criteria for healthy development practices in the Inland Empire (Riverside University Health System – Public Health 2017). The checklist states that while not every criterion will apply to every development project, projects should aim to comply with as many of the criteria as possible to promote health. With regard to environmental health, the checklist asks how well the project incorporates efforts to protect residents from near-road pollution and indoor air pollutants, noise pollution, hazardous contaminants, and transportation safety hazards. The proposed project includes measures to reduce environmental impacts on human health and safety from air pollutants, hazardous materials, noise, and transportation hazards. Refer to Section 3.2, "Air Quality," Section 3.8, "Hazards and Hazardous Materials," Section 3.11, "Noise and Vibration," and Section 3.13, "Transportation" for additional discussion. Therefore, no conflict with Policy LC-1.16 would occur that would result in an adverse environmental effect.

PlanRC 2040 Land Use Policy	Would the Project Conflict with the Policy?
Policy LC-2.2: Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.	**No.** As discussed in Section 3.1, "Aesthetics," the proposed buildings, parking lot, driveways, and sidewalks would be arranged to emphasize the aesthetically pleasing components of the site (e.g., landscaping and offices) and to screen less attractive elements (e.g., service facilities, loading docks, outdoor storage, equipment areas, and refuse enclosures) through the placement and design of the buildings, screen walls, and landscaping. Therefore, no conflict with Policy LC-2.2 would occur that would result in an adverse environmental effect.
Policy LC-2.3: Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.	**No.** The proposed project would comply with the City of Rancho Cucamonga's development standards for new public streets. No conflict with Policy LC-2.3 would occur that would result in an adverse environmental effect.
Policy LC-5.1: Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.	**No.** Refer to the discussion for Policy LC-1.4 above for a response related to ensuring connectivity within and between adjacent Neighborhoods, Centers, and Districts. In regard to improvements to pedestrian and bicycle facilities, the proposed project would involve the construction of new public streets to provide access and accommodate internal circulation through the project site. All new roadways would include sidewalks and would be designed in accordance with City design standards. The proposed internal roadway design would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. In addition, the project includes long-term bicycle parking at a minimum ratio of 5 percent of required automobile parking stalls in accordance with Section 17.64.110 of the RCMC. Therefore, no conflict with Policy LC-5.1 would occur that would result in an adverse environmental effect.
Policy LC-7.4: Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development.	**No.** The proposed project would be greater than 1,000 feet from existing residences and is consistent with the industrial land use and zoning designations for the project site; the nearest residential development is located approximately 0.4 mile (over 2,000 feet) from the project site. Therefore, the proposed project would not result in environmental impacts on residences from incompatible land uses (e.g., exposure of residents to air pollutants, noise, and traffic associated with industrial activity) and no conflict with Policy LC-7.4 would occur that would result in an adverse environmental effect.
Policy LC-7.6: Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.	**No.** Refer to the discussion for Policy LC-2.2 above. In addition, loading docks would be oriented away from existing and proposed public streets or screened with walls, fences, and landscaping. Therefore, no conflict with Policy LC-7.6 would occur that would result in an adverse environmental effect.
Policy S-6.7: Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.	**No.** The project site is bordered by the Atchison Topeka and Santa Fe Railway to the north. This railroad is active and operated by Burlington Northern Santa Fe for freight service and Metrolink for passenger rail service. Based on current design, proposed project elements would be constructed outside of the railroad right-of-way and would not interfere with railroad operations. However, if any project elements extend within railroad right-of-way, these elements would be located and designed consistent with any applicable California Public Utilities Commission rules and regulations governing railroad crossings. Therefore, the proposed project would not result in safety issues and no conflict with Policy S-6.7 would occur that would result in an adverse environmental effect.

Source: City of Rancho Cucamonga 2021.

Potential to Conflict with *Connect SoCal 2024*

As described in Section 3.10.1, "Regulatory Setting," *Connect SoCal 2024* presents a forecasted regional development pattern and transportation network, measures, and policies that, if implemented, would reduce per capita GHG emissions from automobiles and light-duty trucks and achieve the 2035 GHG emissions reduction target for the SCAG region (SCAG 2024). The regional growth forecast in *Connect SoCal 2024* includes the adopted land use plans for all jurisdictions in the SCAG region, including the Rancho Cucamonga General Plan land use plan. Because the proposed project is consistent with the land use designations of the Rancho Cucamonga General Plan, the proposed project would not conflict with the regional development pattern and growth forecast in *Connect SoCal 2024* and its ability to, if implemented, achieve the 2035 regional target for the reduction of per capita GHG emissions from passenger vehicles.

Connect SoCal 2024 also includes regional planning policies that provide guidance for integrating land use and transportation planning in support of SCAG's vision of achieving "a healthy, prosperous, accessible and connected region for a more resilient and equitable future." (Table 3.10-2). As discussed in Table 3.10-2, the proposed project would not conflict with applicable policies in *Connect SoCal 2024* adopted for the purpose of reducing environmental effects.

Table 3.10-2 Potential to Conflict with *Connect SoCal 2024* Policies

Connect SoCal 2024 Land Use Policy	Would the Project Conflict with the Policy?
Policies 48 through 50: These policies direct SCAG to promote sustainable development practices to reduce resource consumption.	**No.** The proposed project would comply with applicable requirements for sustainable development, including the California Green Building Standards Code, to conserve energy and water resources. Refer to Section 3.5, "Energy," and Section 3.9, "Hydrology and Water Quality" for additional discussion. The proposed project would not involve any activities that would interfere with SCAG's ability to promote sustainable development in the SCAG region. No conflict with Policies 48 through 50 would occur.
Policies 51 through 53: These policies direct SCAG to reduce hazardous air pollutants and greenhouse gas emissions through planning and implementation efforts and investments.	**No.** The proposed project is consistent with the industrial land use and zoning designations for the project site and would not involve any activities that would interfere with SCAG's planning and implementation efforts and investments to improve air quality in the SCAG region as demonstrated in Section 3.2, "Air Quality". No conflict with Policies 51 through 53 would occur.
Policies 54 through 57: These policies direct SCAG to implement clean transportation strategies and technologies.	**No.** The proposed project would not involve any activities that would prevent SCAG from implementing clean transportation strategies and technologies throughout the SCAG region. No conflict with Policies 54 through 57 would occur.
Policies 58 through 63: These policies direct SCAG to encourage conservation of natural and agricultural lands.	**No.** The proposed project would involve infill industrial redevelopment in an already-established industrial area. Therefore, the proposed project would not interfere with SCAG's policies to encourage conservation of natural and agricultural lands. No conflict with Policies 58 through 63 would occur.
Policies 64 through 68: These policies direct SCAG to prioritize climate and hazard planning to increase climate resilience.	**No.** As noted for Policies 48 through 50, the proposed project would comply with applicable requirements for sustainable development and resource conservation. In addition, the proposed project would not involve any activities that would interfere with SCAG's ability to prioritize climate and hazard planning strategies. No conflict with Policies 64 through 68 would occur.

Source: SCAG 2024.

As discussed in Table 3.10-2 above, the proposed project would not conflict with land use policies in *Connect SoCal 2024* that promote sustainable use of resources, reduce hazardous air pollutants and GHG emissions, invest in clean transportation, conserve natural and agricultural lands, and support climate resilience in the SCAG region.

Based on the above discussion, the proposed project would not interfere with SCAG's ability to meet its GHG reduction targets or conflict with the regional development pattern and policies in *Connect SoCal 2024* adopted for the purpose of reducing environmental effects.

Summary

Based on the above discussion, the proposed project would not result in conflicts with land use plans, policies, and regulations (i.e., *Connect SoCal 2024*, *PlanRC 2040,* and the Rancho Cucamonga Development Code) that were adopted for the purpose of avoiding or mitigating an environmental effect. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.11 NOISE AND VIBRATION

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the Etiwanda Commerce Center (proposed project). Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data are provided in Appendix H, "Noise Measurement Data and Noise Modeling Calculations" (Ascent 2024). No comment letters regarding noise and vibration were received in response to the Notice of Preparation (Appendix A).

3.11.1 Common Terminology

Noise in the daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this study.

- **Equivalent Continuous Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA) (Caltrans 2013: 2-47; FTA 2018).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48; FTA 2018).
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-decibel (dB) "penalty" applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013: 2-48; FTA 2018).
- **Community Noise Equivalent Level (CNEL):** CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013: 2-48).
- **Vibration Decibels (VdB):** VdB is the vibration velocity level in the decibel scale (FTA 2018: Table 5-1).
- **Peak Particle Velocity (PPV):** PPV is the peak signal value of an oscillating vibration waveform. Usually expressed in inches/second (in/sec) (FTA 2018: Table 5-1).

3.11.2 Regulatory Setting

FEDERAL

US Environmental Protection Agency Office of Noise Abatement and Control

The US Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to state and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

Department of Housing and Urban Development

Per Title 24, Part 52 of the Code of Federal Regulations, the Department of Housing and Urban Development standards define L_{dn} below 65 dBA outdoors as acceptable for residential areas. Outdoor levels up to 75 dBA L_{dn} may be made acceptable using insulation in buildings.

Federal Transit Administration

To address the human response to ground vibration, FTA has set forth guidelines for maximum-acceptable vibration criteria for different types of land use and screening distances for vibration assessments. Additionally, the FTA has established screening distances from rail projects for vibration assessments (Table 3.11-1)

Table 3.11-1 Vibration Impact Criteria for General Assessment

Land Use Category	GVB Impact Levels (VdB re 1 micro-inch/second)			Screening Distance (feet) from Conventional Commuter Railroad for Vibration Assessment[5]
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]	600
Category 2: Residences and buildings where people normally sleep.	72	75	80	200
Category 3: Institutional land uses with primarily daytime uses.	75	78	83	120

Notes: VdB referenced to 1 micro-inch/second and based on the root mean square (RMS) velocity amplitude.

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

[4] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

[5] Distance measured from right of way or property line.

Source: FTA 2018.

The FTA also establishes screening distances for vibration assessments from rail projects.

In addition to vibration criteria, the FTA has also established construction noise criteria based on the land use type affected by noise and depending on whether construction noise would occur during the daytime or nighttime. The FTA criteria are as follows:

- Residential: 90 dBA L_{eq} (day) and 80 dBA L_{eq} (night), and
- Commercial/Industrial: 100 dBA L_{eq} (day and night) (FTA 2018).

STATE

California Building Code Sound Transmission Standards

Noise within habitable units that is attributable to external sources is regulated by the California Building Standards codified in CCR, Title 24, Part 2, Section 1207. These standards are enforceable at the time of construction or during occupancy and apply to habitable units with common interior walls, partitions, and ceilings or those adjacent to public areas such as halls, corridors, stairways, and service areas. Under these standards, the interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metrics used to measure these levels can be L_{dn} or CNEL, consistent with the local general plan. Under California Public Resources Code Section 25402.1(g), all cities and counties in the state are required to enforce the adopted California Building Code, including these standards for noise in interior environments.

LOCAL

City of Rancho Cucamonga General Plan

Volume 3 of the Rancho Cucamonga General Plan (PLANRC 2040) provides guidance regarding noise and vibration in the city and contains the following policies that address noise and vibration impacts:

- **Policy N-1.1, Noise Levels.** Require new development to meet the noise compatibility standards identified in Table N-1 [See Table 3.11-2 in this Draft EIR].
- **Policy N-1.2, Noise Barriers, Buffers and Sound Walls.** Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.
- **Policy N-1.4, New Development Near Major Noise Sources**. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial, or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.
- **Policy N-1.8, Vibration Impact Assessment**. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.

PLANRC 2040 has also set forth exterior noise compatibility standards to gauge the compatibility of land uses relative to existing and future noise levels (City of Rancho Cucamonga 2021) (Table 3.11-2).

Table 3.11-2 Noise Compatibility Standards for People

Type of Development	Exterior Noise Standard (CNEL)	Interior Noise Standard (CNEL)
Low Density Residential (single-family, duplex, mobile-home)	60	45
Medium or High Density Residential (Multifamily, Apartments)	65	45
Lodging (Motels/Hotels)	65	45
Mixed Use/Infill Development	70	45
Schools, Libraries, Community Centers, Religious Institutions, Hospitals, Nursing Homes	70	45
Auditoriums, Concert Halls, Amphitheaters	70	N/A
Playgrounds, Neighborhood Parks	70	N/A
Outdoor Recreation (Commercial and Public)	75	N/A
Commercial (Office/Retail)	70	60
Industrial, Manufacturing, and Utilities	75	70

Notes: CNEL = community noise equivalent level.

Source: Table N-1 in Volume 3, Chapter 3: Noise of the PLANRC 2040.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to noise and vibration, compliance with which would minimize or avoid adverse impacts.

- **5.13-2:** To avoid or substantially lessen exposure to substantial permanent increases in traffic noise, the City shall, at the time of development application submittal, require the preparation of a traffic noise study that includes (1) the evaluation of potential traffic noise impacts of new noise sources (e.g., project-generated traffic noise increases) on nearby existing noise sensitive receptors (such as residential neighborhoods) and (2) require noise reduction measures (e.g., sound walls, rubberized asphalt) to prevent exposure of noise sensitive receptors to substantial noise increases, consistent with Table N-1 (See Table 3.11-2 in this Draft EIR) and incremental increase standards of no greater than 3 dB where existing levels are below 65 dBA CNEL, 1 dB where existing levels are

between 70 dBA CNEL and 75 dBA CNEL and any increase where existing levels are above 75 dBA CNEL, as determined by the City.

- **5.13-3:** The City shall require that project applicants analyze and mitigate potential noise impacts from new stationary noise sources (e.g., loading docks at commercial and industrial uses, mechanical equipment associated with all building types), to, as determined by the City, comply with the City's daytime (7:00 a.m. to 10:00 p.m.) standards of 65 dBA L_{eq}/50 dBA L_{eq} (exterior/interior) and nighttime (10:00 p.m. to 7:00 a.m.) standards of 60 dBA L_{eq}/45 dBA L_{eq} (exterior/interior), described in Development Code Section 17.66.050(F). The analysis shall be prepared by a qualified acoustical engineer. Potential project-specific actions that can feasibly achieve compliance include, but are not limited to, the use of enclosures or screening materials (e.g., landscape buffers, parapets, masonry walls) around stationary noise sources (e.g., heating, ventilation, and air conditioning systems, generators, heating boilers, loading docks) or of noise suppression devices (e.g., acoustic louvers, mufflers).
- **5.13-4b:** Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1 [See Table 3.11-2 in this Draft EIR]), and when noise attenuation measures are required, prioritize site planning that reduces noise exposure over other attenuation measures, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.
- **5.13-4c**: Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1 [See Table 3.11-2 in this Draft EIR]) and when noise attenuation measures are required, incorporate building orientation design, and interior layout into the project to achieve compatible noise levels. For example, noise insulation materials (e.g., double-glazed windows and well-sealed doors) substantially lessen interior noise levels. In addition, interior building layouts that place active rooms, such as kitchens, between noise-sensitive rooms, such as bedrooms, and exterior noise sources, such as roadways, substantially lessen interior noise levels within the noise sensitive rooms.
- **5.13-5b**: For project proposed within 600 feet of commuter rail/high-speed rail/freight rail, or rail with combined services, the City shall require applicants, at the time of application submittal, to prepare a project-specific vibration analyses to evaluate vibration exposure from nearby transit sources. The vibration assessment shall be prepared by a qualified acoustical engineer or noise specialist in accordance with Federal Transit Administration (FTA) vibration impact criteria, or other applicable City policy in place at the time of project application submittal. The assessment shall determine vibration levels at specific building locations and identify structural mitigation measures (e.g., isolation strip foundations, insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration to acceptable levels for the receptor and source type.

City of Rancho Cucamonga Municipal Code

Section 17.66.050(C) of the City of Rancho Cucamonga Municipal Code (RCMC) regulates exterior noise levels. The noise ordinance provides Noise Standards relative to community noise level exposure, guidelines, and regulations. It is deemed unlawful to exceed the following exterior noise levels at any location within the city as shown below:

- Basic noise level for a cumulative period of not more than 15 minutes in any one hour; or
- Basic noise level plus five dBA for a cumulative period of not more than ten minutes in any one hour; or
- Basic noise level plus 14 dBA for a cumulative period of not more than five minutes in anyone hour; or
- Basic noise level plus 15 dBA at any time.

Section 17.66.050(D) details activities that are exempt from Section 17.66.050 (i.e., Noise Standards) of the RCMC. Under this section, any mechanical device, apparatus, or equipment used, related to, or connected with emergency machinery, vehicle, work, or warning alarm or bell is exempt from the provisions of Section 17.66.050 provided that the sounding of any bell or alarm on any building or motor vehicle terminates its operation within 30 minutes in any hour of its being activated.

Residential Noise Standards

Pursuant to RCMC Section 17.66.050(F), exterior noise levels should not exceed 65 dBA between the hours of 7:00 am and 10:00 pm at residential uses (Table 3.11-3). These are the noise limits when measured at the adjacent residential property line (exterior) or within a neighboring home (interior).

Table 3.11-3 Residential Noise Limits

Location of Measurement	Maximum Allowable Noise	
	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.
Exterior	60 dBA	65 dBA
Interior	45 dBA	50 dBA

Notes:

A. It shall be unlawful for any person at any location within the city to create any noise or to allow the creation of any noise which causes the noise level when measured within any other fully enclosed (windows and doors shut) residential dwelling unit to exceed the interior noise standard in the manner described herein.

B. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, each of the noise limits above shall be reduced five dBA for noise consisting of impulse or simple tone noise.

Source: RCMC §17.66.050(F).

Commercial and Office Noise Standards.

The City of Rancho Cucamonga has adopted noise standards for commercial and office uses, pursuant to RCMC Section 17.66.050(G). All commercial operations and businesses shall be conducted to comply with the following standards:

- **General:** Commercial and office activities shall not create any noise that would exceed an exterior noise level of 65 dBA during the hours of 10:00 p.m. to 7:00 a.m. and 70 dBA during the hours of 7:00 a.m. to 10:00 p.m. when measured at the adjacent property line.
- **Loading and unloading:** No person shall cause the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m., in a manner which would cause a noise disturbance to a residential area.

Industrial Noise Standards

- Section 17.66.110 of the RCMC has adopted noise standards applicable to three classes of industrial areas (Table 3.11-4). Classes A, B, and C represent industrial park, general industrial, and heavy industrial land uses, respectively. The proposed project site is partially within a Class B General Industrial land use (Neo-Industrial Zone) and Class C Heavy Industrial land use (Industrial Employment Zone).

Table 3.11-4 Industrial Performance Standards

Class A (Industrial Park)[1]	Class B (General Industrial)[2]	Class C (Heavy Industrial)[3]
Noise Maximum		
▶ 70 dB ▶ 65 dB (interior space of neighboring use on same lot) ▶ Noise caused by motor vehicles is exempted from this standard.	▶ 80 dB ▶ 65 dB (at residential property line) ▶ Noise caused by motor vehicles and trains is exempted from this standard.	▶ 85 dB ▶ 65 dB (at residential property line) ▶ Where a use occupies a lot abutting or separated by a street from a lot within the designated Class A or B performance standard or residential property, the performance standard of the abutting property shall apply at the common or facing lot line.

Class A (Industrial Park)[1]	Class B (General Industrial)[2]	Class C (Heavy Industrial)[3]
Vibration		
All uses shall be so operated as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains, and temporary construction or demolition work is exempted from this standard.	All uses shall be operated so as not to generate vibration discernible without instruments by the average persons beyond the lot upon which the source is located. Vibration caused by motor vehicles, trains, and temporary construction or demolition is exempted from this standard.	All uses shall be operated so as not to generate vibration discernible without instruments by the average person beyond 600 feet from where the source is located. Vibration caused by motor vehicles, trains, and temporary construction and demolition is exempted from this standard.

[1] Industrial Park (IP) Zoning District; Class A Performance Standards – The most restrictive of the performance standards to ensure a high-quality working environment and available sites for industrial and business firms whose functional and economic needs require protection from the adverse effects of noise, odors, vibration, glare, or high-intensity illumination, and other nuisances.

[2] Neo-Industrial (NI) Zoning District; Class B performance standards. These standards are intended to enable a complementary mix of uses and provide for a limited range of industrial activity while assuring a basic level of environmental protection. It is the intent of the standards of this section to provide for uses whose operational needs may produce noise, vibration, particulate matter and air contaminants, odors, or humidity, heat, and glare which cannot be mitigated sufficiently to meet the Class A standards. The standards are so designed to protect uses on adjoining sites from effects which could adversely affect their functional and economic viability.

[3] Industrial Employment (IE) Zoning District; Class C performance standards. It is the intent of the standards of this section to make allowances for industrial uses whose associated processes produce noise, particulate matter and air contaminants, vibration, odor, humidity, heat, glare, or high intensity illumination which would adversely affect the functional and economic viability of other uses. The standards, when combined with standards imposed by other governmental agencies, serve to provide basic health and safety protection for persons employed within or visiting the area.

Source: RCMC §17.66110.

Construction Noise Standards

Section 17.66.050(D)(4) of the RCMC exempts noise associated with construction or grading activities of any real property provided said activities do not take place:

- between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent residential property line.
- between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA when measured at an adjacent commercial or industrial property line.

Although the RCMC exempts noise under certain hours of the evening and night provided certain noise levels do not exceed at an adjacent property line, the RCMC does not specify construction noise limits during daytime hours (7:00 a.m. to 8:00 p.m.). Therefore, the FTA recommended daytime construction noise criteria of 90 dBA L_{eq} for residential uses and 100 dBA L_{eq} for commercial/industrial uses are used as thresholds of significance to evaluate the construction noise impacts of the proposed project as discussed in Section 3.11.4

Vibration Standards

Section 17.66.070(B) of the RCMC establishes that new development shall not cause vibration of more than 85 VdB within 200 feet of an existing structure. Section 17.66.070(E) of the RCMC exempts vibration associated from temporary construction/demolition and vehicles that leave the subject parcel (e.g., trucks, trains, and aircraft) from the vibration provisions established in Section 17.66.070.

Ontario International Airport Land Use Compatibility Plan

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the preparation of an airport land use compatibility plan (ALUCP) for nearly all public-use airports in the state. The intent of an ALUCP is to encourage compatibility between an airport and the various land uses surrounding it (Caltrans 2011). The Ontario International Airport ALUCP sets forth a series of policies to avoid the establishment of noise-sensitive land uses within the vicinity of the airport that could be exposed to significant levels of aircraft noise. The maximum CNEL considered normally compatible for industrial land uses near the Ontario International Airport is 75 dB CNEL (ONT-IAC 2018).

3.11.3 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the proposed project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this large range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of dB.

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels (Table 3.11-5). All sound levels discussed in this section are expressed in A-weighted decibels unless otherwise noted.

Table 3.11-5 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013: Table 2-5.

Human Response to Changes in Noise Levels

As described above, the doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013:2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. A doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013: 2-10).

Vibration

Vibration is the periodic oscillation of a medium or object for a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in PPV or RMS vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well with the stresses experienced by buildings (FTA 2018: 110, Caltrans 2020: 6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018: 110, Caltrans 2020: 7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018: 120, Caltrans 2020: 27).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018: 113).

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. The general human response to different ground vibration-velocity levels may vary (Table 3.11-6).

Table 3.11-6 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2018:7-8.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. How a noise level decreases with distance depends on the following factors:

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive

ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuation rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would apply to point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as the wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

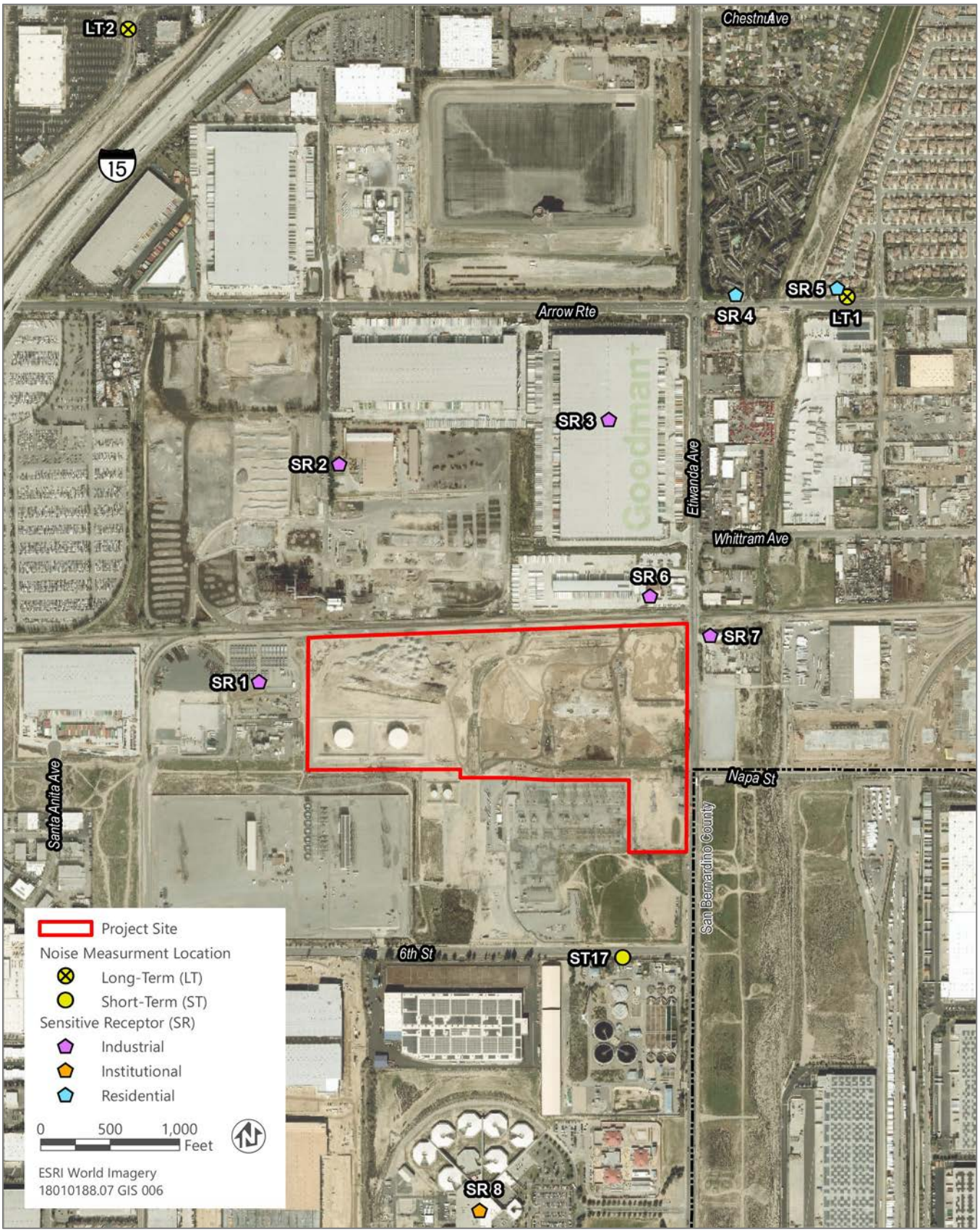
A large object or barrier in the path between a noise source and a receiver attenuates noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41, FTA 2018: 15, 16). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2018: 15, 104, 106).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. Additionally, Section 17.66.050(F) of the RCMC establishes noise standards for industrial land uses, and thus impacts on industrial land uses in the project area are considered in this analysis. These land use types are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

Several sensitive receptors (SR) are located in proximity to the project site (Table 3.11-7 and Figure 3.11-1). The nearest noise-sensitive residential receptors (i.e., SR 4) are located along Arrow Route, approximately 2,337 feet from the northeast corner of the project site. Other off-site residential receptors located near the project site are residential dwellings located along Arrow Route between Pecan Avenue and Etiwanda Avenue (i.e., SR 5), approximately 2,621 feet northeast. Additionally, because it is a land use where people sleep, the San Bernardino County West Valley Detention Center (Detention Center) is considered a sensitive receptor in this analysis. The Detention Center is located approximately 2,032 feet south of the project site.



Source: Data downloaded from the City of Rancho Cucamonga in 2023; adapted by Ascent in 2023.

Figure 3.11-1 Noise Measurement Locations and Existing Noise- and Vibration-Sensitive Land Uses

Table 3.11-7 Existing Noise- and Vibration-Sensitive Land Uses

Receptor ID	Receptor Name	Land Use Type	Distance to Closest Boundary of the Project Site (feet)[1]
SR 1[3]	Industrial Uses south of AT/SF Railway	Industrial	15
SR 2	Tree Island Wire	Industrial	985
SR 3	Goodman Logistics	Industrial	558
SR 4	Victoria Woods Apartments	Residential	2,337
SR 5	Single-Family Residences along Bullhead Court	Residential	2,621
SR 6	Industrial Uses North of AT/SF Railway	Residential	103
SR 7	Commercial/Industrial Uses along Etiwanda Way	Industrial	99
`	San Bernardino County West Valley Detention Center	Institutional[2]	2,032

Notes: SR = sensitive receptor

1 The measurement is from the closest boundary of the project site to the receptor property line.

2 The Detention Center is considered a sensitive receptor in this analysis because it is a land use where people sleep.

3 While SR 1 is an industrial use, this industrial site is not active and does not have employees or patrons that would be exposed to elevated noise levels associated with construction or operation of the proposed project. Therefore, SR 1 does not constitute an adjacent noise-sensitive use and is listed for informational purposes only.

Source: Modeled by Ascent 2024.

Existing Noise Sources and Ambient Levels

The sound levels in most communities fluctuate, depending on the activity of nearby and distant noise sources, time of the day, or season of the year, with major roads and highways typically the primary sources of ambient noise in a community. To characterize the existing ambient noise environment at the project site and project vicinity, one long-term (24-hour continuous) noise level measurement was conducted at one location in the vicinity of the project area on May 7, 2024 (Table 3.11-8, See Figure 3.11-1). A Soft dB Piccolo II sound level meter was used for the ambient noise level measurement survey. The meters were calibrated before use with Larson Davis Laboratories Model CAL200 acoustical calibrators to provide measurement accuracy. The measurement equipment meets all pertinent specifications of the American National Standards Institute. Weather conditions during the measurement periods were mild, ranging from 52 degrees Fahrenheit (°F) to 76 °F, with clear skies, and average wind speeds of 3 miles per hour. The noise measurement location was determined based on a review of the project site and proximity to nearby sensitive receptors. Additionally, short-term and long-term noise measurements were conducted for the Rancho Cucamonga General Plan Update in November 2021 (Ascent 2022) (See Table 3.11-8).

Table 3.11-8 Summary of Sound Level Noise Measurements

Location[1]	Date and Time	Time/Duration	Noise Levels (dBA)		
			L_{eq}	L_{min}	L_{max}
ST17	11/18/2021	11:20 a.m. / 15 min.	58.1	45.4	79.2
				CNEL (dBA)	12-Hour Daytime L_{eq}[2]
LT-1	5/7/2024-5/8/2024	1:00 p.m. / 24-hour		75.3	72.4
LT-2	11/17/2021-11/18/2021	12:00 p.m. / 24-hour		74.8	-

1 Refer to Figure 3.11-1 for ambient noise level measurement location; LT = long-term measurement; dBA = a-weighted decibel; L_{eq} = equivalent sound level.

2 12-Hour daytime L_{eq} was calculated from 7:00 a.m. to 7:00 p.m. using the LT-1 noise measurement taken at 60 feet from Arrow Route.

Source: Data collected by Ascent in 2021 and 2024.

The predominant noise sources in the project area are vehicle traffic on the surrounding roadway network (e.g., Etiwanda Avenue, 6th Street) and railroad activity on the Atchison, Topeka, and Santa Fe Railway (AT/SF Railway), which is operated by BNSF for freight service and Metrolink for passenger rail service and borders the project site to

the north. Existing traffic noise levels on roadway segments in the project area were modeled at 100 feet from the centerline of each roadway segment using calculation methods consistent with the FHWA Traffic Noise Model and using average daily traffic (ADT) volumes provided by Fehr & Peers (Table 3.11-9). For further details on traffic-noise modeling inputs and parameters, refer to Appendix H.

Table 3.11-9 Summary of Modeled Existing (2023) Traffic Noise Levels

Roadway Segment/Segment Description	CNEL at 100 feet from Roadway Centerline	Distance (feet) from Roadway Centerline to CNEL Contour 70 dBA	Distance (feet) from Roadway Centerline to CNEL Contour 65 dBA	Distance (feet) from Roadway Centerline to CNEL Contour 60 dBA
Etiwanda Avenue; North of Foothill Boulevard	65.8	38	120	379
Foothill Boulevard; Rochester Avenue to I-15 SB Ramps	73.7	229	724	2,288
Foothill Boulevard; I-15 NB Ramps to Etiwanda Avenue	72.9	194	613	1,937
Foothill Boulevard; East of Etiwanda Avenue	72.3	169	536	1,694
Milliken Avenue; North of Arrow Route	70.9	110	348	1,102
Rochester Avenue; North of Arrow Route	67.6	56	177	558
Etiwanda Avenue; Foothill Boulevard to Arrow Route	68.5	70	222	701
Arrow Route; West of Milliken Avenue	67.0	50	158	501
Arrow Route; Milliken Avenue to Rochester Avenue	70.1	101	320	1,011
Arrow Route; Rochester Avenue to Etiwanda Avenue	70.0	100	316	1,000
Arrow Route; East of Etiwanda Avenue	68.2	66	207	655
Milliken Avenue; Arrow Route to 6th Street	71.5	137	432	1,367
Etiwanda Avenue; Arrow Route to 6th Street	72.9	192	607	1,918
Whittram Avenue; East of Etiwanda Avenue	65.5	36	114	361
6th Street; West of Milliken Avenue	68.2	65	206	650
6th Street; Milliken Avenue to Etiwanda Avenue	65.4	34	109	344
Milliken Avenue; 6th Street to 4th Street	71.4	132	417	1319
Etiwanda Avenue; 6th Street to E 4th Street	73.9	241	761	2,405
4th Street; West of Milliken Avenue	70.3	107	340	1,074
4th Street; Milliken Avenue to I-15 SB Ramps	72.3	158	499	1,579
4th Street; I-15 NB Ramps to Etiwanda Avenue	71.6	134	425	1,343
E 4th Street; East of Etiwanda Avenue	70.5	109	345	1,091
Milliken Avenue; South of 4th Street	72.1	148	468	1,479
Etiwanda Avenue; E 4th Street to I-10 WB Ramps	73.3	210	663	2,097
Etiwanda Avenue; South of I-10 EB Ramps	74.1	249	788	2,492

Notes: CNEL = community noise equivalent level; dBA = a-weighted decibel; NB = northbound; SB = southbound; EB = Eastbound; WB = westbound.

All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. All noise levels are reported as A-weighted noise levels. For additional details, refer to Appendix H for detailed traffic data, and traffic-noise modeling input data and output results.

Source: Data provided by Fehr & Peers 2024; modeled by Ascent in 2024.

3.11.4 Environmental Impacts and Mitigation Measures

METHODOLOGY

Construction Noise

To assess potential short-term construction-related noise impacts, sensitive receptors and their relative exposure were identified. Proposed project-generated construction noise levels were determined based on methodologies, reference emission levels, and usage factors from the FTA Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018) and FHWA Roadway Construction Noise Model User Guide (FHWA 2006). Reference levels for noise emissions for specific equipment or activity types are well documented and the usage thereof is common practice in the field of acoustics.

Construction noise can be characterized based on the type of activity and associated equipment needed. A detailed construction equipment list is not available for the proposed project. The project applicant provided information regarding the timing and equipment mix for each phase of project construction. In this analysis, construction noise was modeled based on the likely combination of construction equipment required for each phase of construction: demolition and site clearing, grading and excavation, building construction, architectural coatings, and paving and their simultaneous operation was assumed. At least one piece of each equipment type within the mix was modeled. For purposes of this analysis each construction phase of the project is assumed to occur independently and would not overlap in time.

Additionally, this analysis is based on the concept that construction equipment is mobile and moves about a construction site, with equipment sometimes being used closer to the edges of the project site (and subsequently nearer to sensitive receptors) while at other times being used on another portion of the site (further from the same receiver). Propagating noise levels from the center of the construction site is appropriate in the field of acoustics, especially when evaluating construction noise, to account for the random pattern of noise-generating equipment moving about the site that generates different noise levels throughout the day. Thus, to better estimate noise exposure from the construction site at offsite receptors, construction noise levels at receptors are calculated based on the distance from the center of the nearest construction activities (i.e., the acoustical center) to sensitive receptors and using the calculated hourly average noise level (i.e., L_{eq}) associated with multiple pieces of equipment operating at the same time, in accordance with FTA guidance (FTA 2018).

Construction Vibration

Short-term construction noise levels on and near the project site would fluctuate depending on the type, quantity, and duration of usage for the various types of heavy-duty equipment. The effects of construction noise largely depend on the type of activities being performed, noise levels generated by those activities, distances to noise-sensitive receptors, the relative locations of noise-attenuating features such as vegetation and existing structures, and existing ambient noise levels. To assess potential short-term construction-related vibration impacts of the proposed project, sensitive receptors and their relative exposure to construction vibration were identified. Proposed project-generated construction vibration levels were determined based on methodologies, reference emission levels, and usage factors from the FTA Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018). Reference levels for vibration emissions for specific equipment types are well documented and the usage thereof is common practice in the field of acoustics.

Construction activities have the potential to expose nearby buildings to levels of ground vibration that could result in structural damage and/or negative human response. These types of activities were assessed based on the types of construction equipment that would be used, the levels of ground vibration typically generated by these types of equipment, and the proximity of construction activity to existing nearby buildings. Referenced ground vibration levels for typical construction equipment are provided by the FTA Transit Noise and Vibration Impact Manual (FTA 2018). Construction vibration levels and contour distances were calculated based on reference vibration levels for construction equipment that would be used for residential development.

Operational Noise and Vibration

Non-Transportation Noise

With respect to non-transportation noise sources (e.g., stationary equipment) associated with proposed project implementation, the assessment of long-term (operational-related) impacts was based on reconnaissance data, reference noise emission levels, and measured noise levels for activities and equipment associated with proposed project operation (e.g., heating, ventilation and air conditioning [HVAC] units, delivery docks), and standard attenuation rates and modeling techniques. As detailed in Chapter 2 "Project Description," 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 building area of the five warehouse buildings is assumed to be used as follows: high-cube fulfillment center (non-sorting), general warehouse, and high-cube cold storage warehouse. As described in Section 2.4.10, "Operations," Buildings 2, 4, and 5 are assumed to operate Monday through Friday between 4:00 a.m. and 8:00 p.m. (16 hours per day, 80 hours per week), while Buildings 1 and 3 are anticipated to operate 24 hours a day, seven days a week.

Transportation Noise

Assessment of potential long-term (operation-related) noise impacts resulting from project-generated increases in traffic volumes on the surrounding roadway was conducted using calculations consistent with the FHWA Traffic Noise Model and project-specific traffic data provided by Fehr & Peers (Ascent 2024) (Appendix H). To assess noise impacts, traffic noise levels under existing and existing plus project conditions for affected roadway segments were modeled. The analysis is based on the reference noise factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. The modeling conducted does not account for the acoustic dampening effects of any natural or human-made shielding (e.g., vegetation, the presence of walls or buildings) or reflection off building surfaces; thus, modeled noise levels may be overestimated where such shielding exists.

Vibration Compatibility

The AT/SF Railway located along the northern boundary of the project site is used for both freight service and passenger rail service operated by Metrolink. To assess potential vibration impacts at the project site from the existing AT/SF Railway, the relative exposure to rail vibration from passenger operations and freight operations was identified in accordance with FTA guidance (FTA 2018). Metrolink operations were evaluated using the FTA vibration screening criteria (See Table 3.11-1). These criteria were also used to assess the vibration from freight trains because no specific impact criteria exist for freight railroads (FTA 2018: 129). Additionally, in accordance with FTA guidance, vibrations from locomotives and rail cars were considered separately per FTA guidance for both passenger and freight trains (FTA 2018: 129). Because rail cars usually last for several minutes, they are characterized as frequent events (as defined in Table 3.11-1) and evaluated as such; and since locomotive vibration lasts for a short time, it is characterized as an infrequent event and evaluated as such (FTA 2018: 129).

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, FTA vibration and noise standards, FAA and FICON standards, adopted General Plan policies, and the RCMC, the proposed project would have a significant noise or vibration impact if it would result in:

Short-Term Construction Noise

- Nighttime construction-generated noise levels exceeding 65 dBA between the hours of 8:00 p.m. and 7:00 a.m. when measured at an adjacent residential property line during weekdays, including Saturday or anytime on Sunday (RCNM Section 17.66.050(D)(4)(a).
- Nighttime construction-generated noise levels exceeding 70 dBA between the hours of 10:00 p.m. and 6:00 a.m. when measured at an adjacent commercial/industrial property line during weekdays, including Saturday or anytime on Sunday (RCNM Section 17.66.050(D)(4)(b)

- Daytime construction- generated noise levels exceeding the FTA daytime criterion of 90 dBA $L_{eq(1hr)}$ between the hours of 7:00 a.m. and 8:00 p.m. at an adjacent residential property line, or 100 dBA $L_{eq(1hr)}$ between the hours of 6:00 a.m. and 10:00 p.m. at an adjacent commercial/industrial property line.
- An increase of 5 dBA or more where existing noise levels are 65 dBA or greater; or an increase of 10 dBA or more where existing noise levels are below 65 dBA

Short-Term Construction Vibration

- Construction-generated vibration that exceeds the FTA standard of 0.2 in/sec PPV for structural damage to non-engineered timber, masonry buildings.
- Construction-generated vibration that exceeds the FTA standard of 80 VdB for residences and buildings where people normally sleep or 83 VdB for industrial land uses.

Operational Traffic Noise

- A traffic noise increase resulting in the exceedance of the exterior noise compatibility standards in the proposed General Plan Update Noise Element Table N-1 (e.g., 60 dBA CNEL for single-family homes, 65 dBA CNEL for medium or high density residential and multifamily apartments); or
- One of the following where the land use compatibility noise standards are currently exceeded:
  - 3 dBA where existing levels are below 65 dBA CNEL,
  - 1.5 dBA where existing levels are between 65 dBA CNEL and 70 dBA CNEL,
  - 1 dBA increase where existing levels are between 70 dBA CNEL and 75 dBA CNEL, or
  - Any increase when existing levels are above 75 dBA CNEL.

Stationary Noise

- Long-term noise levels generated by stationary sources that exceed 65 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. or 60 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. at the nearest residential property line (RCMC Section 17.66.050[F]).
- Long-term noise levels generated by stationary sources that exceed the Class B Industrial Park Performance Standards (Table 3.11-4) of 80 dB at an industrial property line.
- An increase of 5 dBA or more where existing noise levels are 65 dBA or greater; or an increase of 10 dBA or more where existing noise levels are below 65 dBA

Airport Noise

- 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 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Vibration Compatibility

- Expose a project proposed within 600 feet of commuter rail/high-speed rail/freight rail or rail with combined services to vibration levels that exceed 83 VdB for infrequent events, 75 VdB for frequent events or be located within 120 feet of commuter railroad activity (Table 3.11-1).

Noise Compatibility

- Expose people working in the project area to noise levels that exceed the adopted exterior noise compatibility standard (75 dBA CNEL) or interior noise compatibility standard (70 dBA CNEL) for industrial development (Table 3.11-2).

ISSUES NOT DISCUSSED FURTHER

Long-Term Operational Vibration

The proposed project would not introduce any major sources of long-term or permanent ground vibration such as commercial railways or passenger rail transit lines. Vibrational effects of delivery trucks are negligible and thus are not considered in this analysis. Therefore, the proposed project would not result in long-term operational activities associated with permanent or substantial levels of ground vibration. This issue is not discussed further.

Airport Noise

The project site is not located within an airport land use plan area, or within 2 miles of a public airport, public use airport, or within 2 miles of a private airstrip. Ontario International Airport, located approximately 3.2 miles southwest of the project site, is the closest airport and the project site is not located within the airport noise contours (ONT-IAC 2018). Therefore, the proposed project would not result in noise impacts related to the exposure of people residing or working in the project area to excessive aircraft-related noise levels. This issue is not discussed further.

Noise Compatibility

PLANRC 2040 establishes noise compatibility standards for new development relative to existing noise levels. New industrial development is compatible with exterior noise levels of up to 75 dBA CNEL and interior noise levels of 70 dBA CNEL. The modeled existing 24-hour exterior noise levels along Etiwanda Avenue from Arrow Route to 6th Street (i.e., the roadway segment adjacent to the eastern frontage of the project site) is 72.9 dBA CNEL at 100 feet from the roadway centerline (See Table 3.11-9). According to the proposed project site plan, Building 5 is the closest to this segment of Etiwanda Avenue, approximately 150 feet west of the centerline of Etiwanda at the closest point. The distance to the 75 dB CNEL noise contour is approximately 61 feet, and thus the proposed project would not be exposed to noise levels that exceed the exterior noise standards for industrial development (see Appendix H for detailed modeling). Additionally, standard building materials offer a 20 dB noise reduction to exterior noise levels (Caltrans 2013: 7-17). Therefore, the interior noise standard of 70 dBA CNEL for industrial development would also not be exceeded at any proposed buildings. For these reasons, the proposed project would not be incompatible with City noise standards for new industrial uses. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: Project-Related Short-Term Construction Noise Impacts

Hourly noise levels during construction of the proposed warehouse complex would be up to 86.3 dBA L_{eq} during daytime construction activities and 85.9 dBA L_{eq} during nighttime construction (i.e., concrete pours). Construction noise levels would not exceed the applicable noise standards at nearby industrial receptors during daytime construction (i.e., 100 dB L_{eq}) or nighttime construction (i.e., 70 dB L_{eq}) due to the distance and intervening development between the project site and these receptors, which helps to attenuate noise levels. Additionally, project-generated construction noise at the nearest residential receptors would not exceed applicable daytime construction noise standards (i.e., 90 dB L_{eq}) or nighttime construction noise standards (i.e., 65 dB L_{eq}). However, short-term construction-generated noise levels associated with the proposed project could result in as much as a 16 dBA increase over existing noise levels at two industrial receptors (i.e., SR 1 and SR 7), which would constitute a substantial increase. However, with implementation of Mitigation Measure 3.11-1 construction-generated noise levels at nearby industrial receptors would not exceed the City's standards or constitute substantial increases. This impact is **less than significant with mitigation**.

Proposed project construction would include five warehouse buildings, four new streets (i.e., New Street "A" through "D"), and associated improvements. As discussed in Chapter 2, "Project Description," construction of the proposed project is anticipated to occur in five stages (i.e., demolition and site clearing, grading and excavation, building construction and infrastructure improvements, architectural coatings, and paving) beginning in June 2025 (See Table 2-3). The noise associated with these activities would be temporary and include noise from activities such as clearing and grading of the site, soil excavation, truck hauling of material, pouring of concrete, paving of new streets and

parking areas, and construction of buildings. Pile-driving and rock blasting would not occur as part of construction. The types of heavy equipment used during project construction would include tractors, scrapers, loaders, and dozers, from which the noise levels range from 80-85 dBA L_{eq} (Table 3.11-10).

Table 3.11-10 Noise Emission Levels from Construction Equipment

Equipment	Noise Level at 50 feet (dBA L_{eq})
Backhoes	80
Concrete Mixer	85
Concrete Pump	82
Crane/Lift, Mobile	83
Dozer	85
Dump Truck	84
Excavator	85
Front End Loaders	80
Generator	82
Grader	85
Paver	85
Roller	85
Scraper	85
Tractor	84

Notes: dBA= A-weighted decibels. L_{eq} = Noise Level Equivalent Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018: 176

As described in Chapter 2, "Project Description," construction of the proposed project is assumed to begin in June 2025 for a duration of 18 months. Construction hours would typically be 7:00 a.m. to 5:00 p.m. Monday through Friday. Although construction activities would be anticipated to occur primarily during daytime hours (i.e., 7:00 a.m. to 5:00 p.m.), nighttime construction (i.e., 10:00 p.m. and 6:00 a.m.) would be required for concrete pours that must be done continuously until complete. Construction activities performed during the more noise-sensitive nighttime hours could result in increased annoyance and potential sleep disruption for occupants of nearby residential land uses because exterior ambient noise levels typically decrease during the late evening and nighttime hours as typical levels of community activities (e.g., industrial activities, vehicle traffic) decrease. Thus, noise-generating activities occurring during the more noise-sensitive nighttime hours are of increased concern. Construction-related noise levels would range between approximately 79.0 dBA L_{eq} and 86.3 dBA L_{eq} and 83.0 dBA L_{max} and 91.3 dBA L_{max} at 50 feet (Table 3.11-11). The loudest phase of construction is anticipated to be the demolition phase, which would generate noise levels of 84.9 dBA L_{eq} and 91.3 dBA L_{max}. Detailed inputs for the estimated construction noise exposure levels are provided in Appendix H (Ascent 2024).

Table 3.11-11 Proposed Project Construction Noise Levels

Construction Phase	Noise Level (dBA L_{eq}) at 50 feet	Noise Level (dBA L_{max}) at 50 feet
Demolition	84.9	91.3
Grading	86.3	90.6
Building Construction	84.5	90.8
Nighttime Construction	85.9	90.2
Paving	81.0	88.0
Architectural Coating	79.0	83.0

Notes: dBA = A-weighted decibel; L_{eq} = Equivalent Continuous Sound Level; L_{max} = maximum sound level.

Source: Modeled by Ascent 2024

Daytime Construction Noise

According to RCMC Section 17.66.050(D), the permissible hours of construction activity adjacent to commercial or industrial uses are 6:00 a.m. to 10:00 p.m. on weekdays including Saturdays and Sundays. Although the RCMC establishes permissible construction hours, the City has not adopted daytime construction noise standards. Therefore, the FTA construction noise standards are used to assess daytime construction noise impacts in this Draft EIR. FTA has a daytime construction noise standard of 90 dBA L_{eq} for residential uses and 100 dBA L_{eq} for commercial/industrial uses. The construction noise levels at the eight sensitive receptors during the loudest phase of construction (i.e., demolition phase) range from 50.5 dBA L_{eq} to 67.8 dBA L_{eq} (Table 3.11-12) (see Appendix H for detailed modeling inputs).

Table 3.11-12 Daytime Construction Noise Levels at Nearby Receptors

Receptor	Land Use Type	Distance from Center of Construction Activities (feet)	Highest Construction Noise Level at Receptor (dBA L_{eq})	Applicable Threshold (dBA L_{eq})	Threshold Exceeded?
SR 1[1]	Industrial	450	67.2	100	No
SR 2	Industrial	1,218	58.6	100	No
SR 3	Industrial	1,204	58.7	100	No
SR 4	Residential	2,780	51.4	90	No
SR 5	Residential	3,097	50.5	90	No
SR 6	Industrial	631	64.3	100	No
SR 7	Industrial	422	67.8	100	No
SR 8	Institutional	2,809	51.3	90	No

Notes: dBA = A-weighted decibel; L_{eq} = noise-level equivalent; SR = sensitive receptor.

[1] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

Source: Modeled by Ascent in 2024.

Commercial/Industrial Receptors

The FTA daytime construction noise standard of 100 dBA L_{eq} for commercial/industrial uses would be exceeded within approximately 9 feet of construction activities. There are no commercial/industrial land uses located within this distance. The closest industrial site (i.e., SR 7) is located approximately 422 feet from the center of closest construction activity (See Table 3.11-12). At this distance, the loudest phase of construction (i.e., grading) would attenuate to 67.8 dBA L_{eq}, which would not exceed the FTA standard for commercial/industrial uses (i.e., 100 dBA L_{eq}). Therefore, project-generated construction noise would not exceed the FTA daytime commercial/industrial construction noise standard of 100 dBA L_{eq} at any nearby industrial/commercial uses.

Residential/Institutional Receptors

The FTA daytime construction noise standard of 90 dBA L_{eq} for residential uses would be exceeded within 33 feet of the loudest construction activity (i.e., grading phase). The closest residential dwellings (i.e., SR 4) are located approximately 2,780 feet from the center of the closest construction activities. At this distance, the loudest daytime construction noise would attenuate to 51.4 dBA L_{eq} which would not exceed the FTA daytime construction noise standard of 90 dBA L_{eq} for residential uses (see Table 3.11-12). Project-generated construction noise would not exceed the FTA daytime residential noise standard of 90 dBA L_{eq} at any residential or industrial receptors.

Substantial Temporary Increase in Daytime Noise

In addition to a comparison of construction noise to maximum noise standards, proposed project-generated temporary noise levels were also evaluated in comparison to existing ambient noise levels to determine if a substantial temporary increase in noise would occur. Due to the logarithmic properties of noise and how humans perceive noise, a 3 dB increase in noise is characterized as barely perceptible, a 5 dB increase as distinctly perceptible, and a 10 dB increase as a doubling of the noise level. Further, it requires the doubling of a noise source to result in an audible (i.e., 3 dB) increase. Thus, when two equal noise levels are combined, the result is a 3 dB noise increase. Applying these principles, proposed project-generated construction noise at each receptor was compared to existing

noise levels. The LT-1 24-hour noise measurement (See Table 3.11-8) was used to calculate the 12-hour daytime L_{eq} (i.e., 73.0 dB L_{eq} at 50 feet from the centerline of Arrow Route) and attenuated to SR 2 through SR 5 and SR 8. The ST17 noise measurement (see Table 3.11-8) was used to represent existing noise levels at SR 1, SR 6, and SR 7. Because traffic noise is the primary noise source in the area, noise levels at each receptor are influenced primarily by Etiwanda Avenue and Arrow Route. Proposed project-generated changes in construction noise range from 0.0 dB to 10.1 dB at, the receptor locations (Table 3.11-13). Detailed calculations are included in Appendix H (Ascent 2024).

Table 3.11-13 Proposed Project-Generated Daytime Construction Noise Compared to Existing Noise Levels

Receptor[1]	Highest Construction Noise Level at Receptor (dBA L_{eq})	Existing Noise Level at Receptor (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Change (dB)	Threshold	Exceeds Threshold?
SR 1[2,3]	67.2	58.1	67.7	9.6	10	No
SR 2	58.6	60.8	62.9	2.0	10	No
SR 3	58.7	72.9	73.1	0.2	5	No
SR 4	51.4	75.5	75.5	0.0	5	No
SR 5	50.5	69.0	69.1	0.1	5	No
SR 6[2]	64.3	58.1	65.2	7.1	10	No
SR 7[2]	67.8	58.1	68.2	10.1	10	Yes
SR 8	51.3	52.4	54.9	2.5	10	No

Notes: dBA = A-weighted decibel; SR = Sensitive Receptor; L_{eq} = hourly-average noise level; dB = decibel.

[1] See Figure 3.11-1 for the location of receptors

[2] ST17 noise measurement taken on 11/18/2021 is applied as the existing noise level. See Table 3.11-8 for details.

[3] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

Source: Modeled by Ascent in 2024.

Existing noise levels at receptors range from 52.4 dBA L_{eq} to 75.5 dBA L_{eq} (see Table 3.11-13). In accordance with FTA guidance, areas exposed to lower levels of noise are less prone to adverse impacts from increases in project noise, whereas areas exposed to higher noise levels become increasingly adversely affected as noise levels increase. Therefore, an increase of up to 5 dBA is acceptable for areas exposed to higher existing noise levels (i.e., 65 dBA or above) and an increase of up to 10 dBA is acceptable in areas exposed to lower existing noise levels (i.e., below 65 dBA). Existing noise levels at SR 3 through SR 5 are above 65 dBA; thus, the 5 dBA increase threshold was applied to those receptors. Existing noise levels at SR 1, SR 2, and SR 6 through SR 8 are below 65 dBA, and thus the 10 dBA increase threshold was applied. When combining existing noise with project-generated construction noise, SR 7 (industrial use) would be exposed to a noise level increase above the applicable threshold (i.e., 10 dBA), and thus, daytime project construction would result in a substantial temporary increase in noise levels at this nearby receptor (see Table 3.11-13).

Nighttime Construction Noise

The proposed project would require nighttime concrete pours which would use several types of construction equipment. This equipment was modeled and estimated to generate 85.9 dBA L_{eq} at 50 feet. The RCMC has established nighttime construction noise limits for both commercial/industrial uses (i.e., 70 dBA) and for residential uses (i.e., 65 dBA). The nighttime construction noise level at the receptors ranges from 50.0 dBA L_{eq} to 67.3 dBA L_{eq} (Table 3.11-14) (see Appendix H for detailed modeling inputs).

Commercial/Industrial Receptors

According to Section 17.66.050(D)(4) of the RCMC, should any nighttime construction occur between 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, construction noise shall not exceed 70 dB when measured at the adjacent commercial/industrial property line. Nighttime construction noise levels would not exceed the threshold of 70 dB at any nearby sensitive industrial receptors (see Table 3.11-14).

Table 3.11-14 Nighttime Construction Noise Levels at Existing Receptors

Receptor	Land Use Type	Distance from Center of Construction Activities (feet)	Nighttime Construction Noise Level at Receptor (dBA L_{eq})	Applicable Threshold (dBA L_{eq})	Threshold Exceeded?
SR 1[1]	Industrial	450	66.8	70	No
SR 2	Industrial	1,218	58.1	70	No
SR 3	Industrial	1,204	58.2	70	No
SR 4	Residential	2,780	51.0	65	No
SR 5	Residential	3,097	50.0	65	No
SR 6	Industrial	631	63.8	70	No
SR 7	Industrial	422	67.3	70	No
SR 8	Institutional	2,809	50.9	65	No

Notes: dBA = A-weighted decibel; L_{eq} = noise-level equivalent; SR = sensitive receptor.

[1] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

Source: Modeled by Ascent in 2024.

Residential Receptors

Per Section 17.66.050(D)(4) of the RCMC, should any nighttime construction occur between 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, construction noise shall not exceed 65 dB when measured at the adjacent residential property line. Nighttime construction noise levels would not exceed the 65 dB threshold at any nearby residential receptors, including the nearby institutional receptor (i.e., SR 8) (See Table 3.11-14).

Substantial Temporary Increase in Nighttime Noise

Existing nighttime noise levels range from 47.4 dBA L_{eq} to 70.5 dBA L_{eq} (See Table 3.11-15). In accordance with FTA guidance, areas exposed to lower existing noise levels are less prone to adverse impacts from increases in project noise, whereas areas exposed to higher existing noise levels become increasingly adversely affected as noise levels increase. Therefore, an up to 5 dBA increase is acceptable for areas exposed to higher existing noise levels (i.e., 65 dBA or above) and an up to 10 dBA increase is acceptable in areas exposed to lower existing noise levels (i.e., below 65 dBA). The LT-1 24-hour noise measurement (See Table 3.11-8) was used to calculate the 8-hour nighttime L_{eq} (i.e., 68.0 dB L_{eq} at 50 feet from the centerline of Arrow Route) and attenuated to each receptor.

Table 3.11-15 Proposed Project-Generated Nighttime Construction Noise Compared to Existing Noise Levels

Receptor[1]	Land Use Type	Highest Construction Noise Level at Receptor (dBA L_{eq})	Existing Noise Level at Receptor (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Change (dB)	Threshold	Exceeds Threshold?
SR 1[2]	Industrial	66.8	51.2	66.9	15.7	10	Yes
SR 2	Industrial	58.1	55.8	60.1	4.3	10	No
SR 3	Industrial	58.2	67.9	68.3	0.4	5	No
SR 4	Residential	51.0	70.5	70.6	0.0	5	No
SR 5	Residential	50.0	64.0	64.2	0.2	10	No
SR 6	Industrial	63.8	52.1	64.1	12.0	10	Yes
SR 7	Industrial	67.3	51.3	67.4	16.1	10	Yes
SR 8	Institutional	50.9	47.4	52.5	5.1	10	No

Notes: dBA = A-weighted decibel; SR = Sensitive Receptor; L_{eq} = hourly-average noise level; dB = decibel.

[1] See Figure 3.11-1 for the location of sensitive receptors.

[2] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

Source: Modeled by Ascent in 2024.

Existing nighttime noise levels at SR 3 and SR 4 are above 65 dBA; thus, the up to 5 dBA increase threshold was applied to those receptors. Existing noise levels at all other receptors are below 65 dBA, and thus the up to 10 dBA increase threshold was applied. When combining existing noise with project-generated nighttime construction noise, proposed project-generated changes in nighttime construction noise would range from 0.0 to 16.1 dB at the receptor locations (Table 3.11-15). The receptors SR 1, SR 6, and SR 7 would be exposed to noise level increases above the applicable threshold and thus, nighttime project construction would result in a substantial increase in temporary noise levels at these industrial receptors.

Summary

As detailed above, construction noise would not exceed FTA daytime construction noise standards at the nearest commercial/industrial and residential receptors (i.e., 100 dBA L_{eq} and 90 dBA L_{eq}, respectively) or the City nighttime construction noise standards at any commercial or residential receptors (i.e., 70 dBA L_{eq} and 65 dBA L_{eq}, respectively). However, construction would exceed the applicable thresholds for a substantial increase in noise levels (i.e., 5 dB or 10 dB) at three industrial receptors (i.e., SR 1[1], SR 6, and SR 7). Therefore, this impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.11-1: Implement Construction-Noise Reduction Measures

Prior to issuance of a grading permit by the City, the project applicant shall implement or incorporate the following construction noise reduction measures into construction specifications for construction contractor implementation during concrete pours and any other nighttime (i.e., 10:00 p.m. to 6:00 a.m.) project construction activity:

- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds shall be closed during equipment operation.
- All construction equipment and staging areas shall be located the maximum feasible distance from nearby noise-sensitive land uses (i.e., SR 6 and SR 7), and/or located such that existing or constructed noise attenuating feature (e.g., temporary noise wall or blanket) block line-of-site between affected noise-sensitive land uses and the construction noise source.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., mixing concrete off-site instead of on-site, using electric-powered equipment instead of pneumatic or internal combustion powered equipment) where feasible.
- Stationary noise sources such as generators or pumps shall be located the maximum feasible distance from noise-sensitive uses (i.e., SR 6 and SR 7). All motorized construction equipment shall be shut down when not in use to prevent idling.
- Concrete mixing shall occur off-site and electric-powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where electric-powered equivalents are commercially available.
- For construction activity that would occur within a clear line-of-sight of adjacent offsite receptors (i.e., SR 6 and SR 7), temporary sound barriers to attenuate noise, such as temporary noise curtains, sound walls, or similar products that provide a barrier to attenuate construction noise shall be installed. The temporary sound barrier shall be located between the project construction noise sources and receptors to shield the receptors from construction noise. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8-10 dB (EPA 1971). The installation of any temporary sound barrier shall meet all the following criteria:
    - Be installed as close as feasible to the boundary of the construction site within the direct line of sight path of the nearby sensitive receptor(s);

[1] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

- Shall consist of durable, flexible composite material featuring a noise barrier layer bound to sound-absorptive material on one side; and
- Shall consist of rugged, impervious material with a surface weight of at least one pound per square foot, such that a minimum of 10 dBA reduction is achieved on the receiving side of the sound barrier.

Significance after Mitigation

Implementation of Mitigation Measure 3.11-1 would require actions that reduce temporary construction noise levels at nearby receptors (i.e., SR 6 and SR 7). Incorporation of this mitigation measure would reduce noise levels by locating equipment the maximum feasible distance from receptors; requiring the use of exhaust mufflers, engine shrouds, equipment enclosures; and requiring the installation of temporary noise barriers during proposed project construction. Implementation of the noise reduction features included in Mitigation Measure 3.11-1 would reduce construction noise levels at nearby receptors by approximately 10 dBA (NCHRP 1999). Noise levels from the loudest daytime construction activity (i.e., grading) would need to be reduced by approximately 0.1 dB at SR 7 to fall below 10 dBA (i.e., the applicable threshold for a substantial noise increase). Additionally, noise levels would need to be reduced by approximately 6 dB at SR 7 and by approximately 2 dB at SR 6 during nighttime construction to avoid a substantial noise increase. Implementation of the noise-reduction features included in Mitigation Measure 3.11-1 would reduce construction noise levels by approximately 10 dBA. Therefore, with mitigation, construction-generated noise levels would not exceed City standards. This impact is **less than significant with mitigation**.

Impact 3.11-2: Exposure of Existing Receptors to Excessive Traffic Noise Levels

Operation of the proposed warehouse complex would result in an increase in traffic volumes along roadways in the project area. Traffic noise modeling was conducted for the existing and the existing-plus-project conditions. Based on modeling conducted and applicable City and FICON standards, proposed project-generated traffic volumes would not result in a substantial increase in noise along any roadways in the project area. This impact is **less than significant**.

Operation of the proposed warehouse complex would result in the generation of new vehicle trips, including trips by employees traveling to and from work and trucks moving goods to and from the project site. These trips would result in an increase in average daily traffic volumes and an associated increase in traffic noise levels along the roadway network surrounding the project site and increased noise levels at land uses along the affected roadway segments.

To analyze the impact of project-generated operational traffic noise sources on noise sensitive receptors, traffic noise levels under existing and existing-plus-project conditions were modeled for affected roadway segments using ADT data provided by Fehr & Peers. See Appendix H for detailed information about the noise modeling. Specifically, traffic noise was modeled using proposed project generated trips (i.e., ADT volumes), fleet mix data (i.e., percentage of autos, medium trucks, and heavy trucks), and time-of-day mix (i.e., percentage traveling during the daytime, evening, and nighttime).

In accordance with City of Rancho Cucamonga standards where existing noise levels are below 65 dBA CNEL, a 3 dBA or greater increase would be considered substantial; where existing noise levels are between 70 dBA CNEL and 75 dBA CNEL, a 1 dBA or greater increase would be considered substantial, and where existing noise levels are above 75 dBA CNEL, any increase in noise levels would be considered substantial. These criteria are consistent with those set forth in City Standard Condition of Approval 5.13-2 regarding evaluation of traffic noise increase impacts. As detailed in the "Thresholds of Significance" section, the City does not have an adopted threshold for substantial traffic noise increases where the existing noise levels are between 65 dBA and 70 dBA CNEL. Therefore, where existing noise levels are between 65 dBA CNEL and 70 dBA CNEL, the FICON criterion of 1.5 dBA CNEL or greater is considered a substantial increase in noise levels.

Existing noise levels and proposed project-generated traffic noise increases over existing conditions along study roadway segments with adjacent sensitive receptors (i.e., residential uses) range between approximately 65 dBA CNEL and 74 dBA CNEL (Table 3.11-16). Therefore, of the those detailed above, only the 1 dBA increase threshold and 1.5 dBA CNEL are applicable in this analysis; the 3 dBA increase threshold does not apply.

Table 3.11-16 Summary of Modeled Traffic Noise Levels under Existing (2023) and Existing-Plus-Project Conditions

Roadway Segment	Existing Conditions Noise Levels (dBA CNEL)[1]	Existing Plus Project Noise Levels (dBA CNEL)[1]	Modeled Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Applicable Threshold?
Etiwanda Avenue; North of Foothill Boulevard	65.8	65.9	0.1	1.5	No
Foothill Boulevard; Rochester Avenue to I-15 SB Ramps	73.7	73.7	0.0	1.0	No
Foothill Boulevard; I-15 NB Ramps to Etiwanda Avenue	72.9	73.1	0.1	1.0	No
Foothill Boulevard; East of Etiwanda Avenue	72.3	72.3	0.0	1.0	No
Milliken Avenue; North of Arrow Route	70.9	70.9	0.0	1.0	No
Rochester Avenue; North of Arrow Route	67.6	67.6	0.0	1.5	No
Etiwanda Avenue; Foothill Boulevard to Arrow Route	68.5	68.8	0.2	1.5	No
Arrow Route; West of Milliken Avenue	67.0	67.1	0.1	1.5	No
Arrow Route; Milliken Avenue to Rochester Avenue	70.1	70.1	0.1	1.0	No
Arrow Route; Rochester Avenue to Etiwanda Avenue	70.0	70.1	0.0	1.0	No
Arrow Route; East of Etiwanda Avenue	68.2	68.2	0.1	1.5	No
Milliken Avenue; Arrow Route to 6th Street	71.5	71.5	0.0	1.0	No
Etiwanda Avenue; Arrow Route to 6th Street	72.9	73.1	0.2	1.0	No
Whittram Avenue; East of Etiwanda Avenue	65.5	65.5	0.0	1.5	No
6th Street; West of Milliken Avenue	68.2	68.2	0.0	1.5	No
6th Street; Milliken Avenue to Etiwanda Avenue	65.4	65.6	0.2	1.5	No
Milliken Avenue; 6th Street to 4th Street	71.4	71.4	0.0	1.0	No
Etiwanda Avenue; 6th Street to E 4th Street	73.9	74.0	0.1	1.0	No
4th Street; West of Milliken Avenue	70.3	70.4	0.1	1.0	No
4th Street; Milliken Avenue to I-15 SB Ramps	72.3	72.4	0.1	1.0	No
4th Street; I-15 NB Ramps to Etiwanda Avenue	71.6	71.7	0.1	1.0	No
E 4th Street; East of Etiwanda Avenue	70.5	70.6	0.0	1.0	No
Milliken Avenue; South of 4th Street	72.1	72.1	0.0	1.0	No
Etiwanda Avenue; E 4th Street to I-10 WB Ramps	73.3	73.4	0.1	1.0	No
Etiwanda Avenue; South of I-10 EB Ramps	74.1	74.1	0.0	1.0	No

Notes: CNEL = Community Noise Equivalent Level; dBA = a-weighted decibel; NB = northbound; SB = southbound; EB = Eastbound; WB = westbound.

[1] The traffic noise levels are modeled 50 feet from the centerline. Refer to Appendix H for detailed traffic noise modeling input data and modeling results.

Source: Data provided by Fehr & Peers (2024); Modeled by Ascent in 2024.

Proposed project-generated traffic would result in increased traffic noise along most roadways surrounding the project site ranging from 0.1 to 0.2 dB CNEL (See Table 3.11-16); and thus, would not exceed the applicable increase standards of 1.0 dBA CNEL or 1.5 dBA CNEL on any roadway segments. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-3: Long-Term Operational Non-Transportation Noise Levels

The proposed warehouse complex would involve the long-term operation of new stationary noise sources and new noise-generating activities on the project site that could expose off-site receptors to excessive noise levels. New stationary noise sources would include HVAC units, parked trucks and loaders/forklifts at loading docks, truck movements, truck refrigeration units (TRUs) and backup generators. Based on noise attenuation modeling using reference noise levels for these noise sources, the operation of the proposed project would not exceed applicable noise standards at industrial or residential receptors or expose off-site receptors to substantial increases in noise. This impact is **less than significant**.

This analysis addresses the potential exposure of existing and future planned receptors to noise generated by non-transportation aspects of proposed project operation in accordance with the criteria set forth in City Standard Condition of Approval 5.13-3. Based on project site plans, the stationary sources evaluated in this impact include mechanical equipment associated with building operations (e.g., HVAC equipment), loading dock activities, and the emergency backup generators. Noise levels associated with these sources are discussed separately below.

Building Mechanical Equipment

Implementation of the proposed project would introduce new stationary noise sources associated with building mechanical equipment (e.g., HVAC units). Detailed information regarding the make and model of the stationary equipment to be installed is not currently available. However, noise levels commonly associated with larger commercial-use air conditioning systems can reach levels of up to 78 dB at 3 feet (Lennox 2019). Based on modeling of anticipated onsite equipment, noise levels from refrigerated storage units with externally mounted air conditioning units are projected to generate similar noise levels to HVAC equipment.

Applying this reference noise level as an hourly average (i.e., L_{eq}) and assuming a 50 percent usage rate, HVAC equipment would result in 75 dBA L_{eq} at 3 feet from the source. The closest industrial receptor to the project site is SR 1, located approximately 80 feet west of proposed Buildings 3 and 4; however, this industrial site is not active and does not have employees or patrons that would be exposed to elevated noise levels associated with construction or operation of the proposed project and as such does not constitute an adjacent noise-sensitive use and is listed for informational purposes only. The exact location and number of HVAC units are currently unknown, but given the size of the proposed buildings, it is assumed that four units could be operating in any one location on the perimeter of each building. Assuming the simultaneous operation of four HVAC units, the nearest industrial receptor (i.e., SR 1) would experience noise levels of approximately 52.5 dBA L_{eq} from HVAC equipment. Therefore, this noise level does not exceed the City's industrial performance noise standard of 80 dB. The nearest residential receptors (i.e., SR 4) are approximately 2,337 feet northeast of the project site. At this distance, noise levels from mechanical equipment would attenuate to approximately 23.2 dBA L_{eq} and thus would not exceed the City residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior residential noise standard (i.e., 60 dB). Additionally, noise generated from HVAC equipment would be lower than the existing hourly noise levels (i.e., 58.1 dBA L_{eq}) at nearby receptors. Considering the logarithmic properties of noise that require the doubling of a noise source to result in a 3-dB increase in noise, the proposed project would not result in a substantial increase in noise levels because existing noise levels at nearby receptors are higher than that of noise-generated from HVAC equipment. For these reasons, noise from mechanical equipment associated with the proposed project would not exceed applicable City standards or result in a long-term substantial increase in noise.

Loading Dock Activity

Buildings constructed as part of the proposed project may include loading docks or designated areas for receiving shipments by commercial trucks. Noise sources from truck activity associated with delivery areas are usually short-term and can include activities such as vehicle idling, engine revving, the release of air brakes on heavy trucks, and the use of a forklift/pallet to unload goods. Reference noise levels associated with these activities were obtained by an Ascent noise specialist during a site visit at the Anheuser Busch Santa Fe Springs Distribution Center at 12065 Pike Street, Santa Fe Springs, CA. The reference noise level captured engine idling and loading and unloading activity noise; and thus, represents primary noise sources associated with loading docks. The noise specialist collected noise

measurements during loading and unloading activities at the Anheuser Bush distribution center using a Larson Davis Laboratories LxT precision integrating sound level meter located 100 feet away from the center of the loading dock doors. The collective noise level measured during these activities was 59.3 dBA L_{eq} at 100 feet (Ascent 2023).

The proposed project consists of five separate buildings with designated loading dock areas. Some loading areas would be closer to adjacent industrial properties and residential receptors than others. The attenuated noise levels from loading dock activities at the property line of the nearest industrial, residential, and institutional receptors. Would range from 31.0 dBA L_{eq} to 52.5 dBA L_{eq} (Table 3.11-17).

Table 3.11-17 Noise Levels Generated by Loading Dock Activity at Receptors (dBA L_{eq})

Receptor	Land Use Type	Distance from Loading Docks (feet)	Noise Level (dBA L_{eq})	Daytime/Nighttime Noise Threshold (dBA L_{eq})	Exceeds Threshold?
SR 1[1]	Industrial	220	52.5	80	No
SR 4	Residential	2,600	31.0	65/60	No
SR 6	Industrial	370	47.9	80	No
SR 7	Industrial	277	50.5	80	No
SR 8	Institutional	2,121	32.8	65/60	No

Notes: SR = Sensitive Receptor; dBA = A-weighted decibel; L_{eq} = equivalent sound level.

[1] SR 1 does not constitute an adjacent noise-sensitive use and has been included for informational purposes only.

Sources: Measurement data collected by Ascent in April 2023.

The proposed project would not generate noise levels that exceed the City industrial performance daytime and nighttime noise standards of 80 dB for adjacent industrial uses (See Table 3.11-17). Additionally, noise levels at the nearest residential receptor would not exceed the City residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior residential noise standard (i.e., 60 dB). Further, noise generated from loading dock activity would be lower than existing hourly noise levels (i.e., 58.1 dB L_{eq}) in the project area. Considering the logarithmic properties of noise that require a doubling of a source to result in a 3-dB increase in noise, the proposed project would not result in a substantial increase in noise because existing noise levels at nearby receptors are higher than that of noise-generated from loading dock activity. For these reasons, noise from mechanical equipment associated with the proposed project would not exceed applicable City standards or result in a long-term substantial increase in noise.

Truck Movements

To evaluate anticipated noise from truck movements on and within the project site, reference noise measurements taken by Ascent at similar facilities are used. The reference noise measurements captured truck movement activities that would be typical of the proposed project, such as driving down a street and passing through a gate to enter or leave the facility. Average noise levels associated with truck movements were 65.8 dBA L_{eq} at 16 feet (Ascent 2023). The nearest industrial property line to the new proposed roadway "New Street D," (i.e., SR 7) is located approximately 90 feet east. Truck movement noise levels at 90 feet would attenuate to 50.8 dBA L_{eq} and thus would not exceed the applicable daytime and nighttime threshold of 80 dB at adjacent industrial uses. Other adjacent industrial uses are located farther than 90 feet from proposed roadways, and thus, noise levels would be even lower than approximately 50.8 dBA L_{eq}. The nearest noise-sensitive receptors (i.e., SR 8) are located approximately 2,229 feet from the proposed roadway, and at this distance, noise levels would attenuate to approximately 22.9 dBA L_{eq}. Thus, truck movement noise would not exceed the City's residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior residential noise standard (i.e., 60 dB). Noise generated from truck movements (i.e., 50.8 dBA L_{eq}) would be lower than existing hourly noise levels (i.e., 58.1 dB L_{eq}) in the project area. Considering the logarithmic properties of noise that require a doubling of a noise source to result in a 3-dB increase in noise, the proposed project would not result in a substantial increase in noise because existing noise levels at nearby receptors are higher than that of noise that would be generated from proposed project truck movements.

Truck Refrigeration Units

The proposed project would include the operation of TRUs for refrigerated storage. Refrigeration units can generate noise levels of 73 dBA L_{max} at 50 feet (FHWA 2006). When a refrigeration unit is in use, it would be operating continuously; thus, this noise level can be applied as an L_{eq} (FTA 2018). As detailed in Chapter 2, "Project Description," it is assumed that approximately 10 percent of the proposed building area of the five buildings would be used for high-cube cold storage. For a conservative analysis, it is assumed that TRUs could operate in any of the proposed loading dock areas. The closest receptor to a proposed loading dock area is an industrial land use (i.e., SR 1) located approximately 220 feet west of proposed loading dock areas at Building 3 or 4 (See Table 3.11-17). At 220 feet, noise from TRUs would attenuate to 60.1 dBA L_{eq}. This would not exceed the City industrial daytime and nighttime performance noise standard of 80 dBA L_{eq} for industrial uses. Additionally, the nearest residential receptors are located approximately 2,000 feet northeast of proposed loading dock areas. Therefore, noise levels from TRUs at the nearest residential receptor (i.e., SR 4) would not exceed the City residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior residential noise standard (60 dB). Noise generated from TRUs would be similar to that of existing hourly noise levels (i.e., 58.1 dB L_{eq}) at the nearest receptor (i.e., SR 1). The doubling of sound energy would result in a 3 dB increase in sound, however, as detailed above, a 3 dB increase in sound is generally perceived as barely detectable. Therefore, noise from TRUs would not result in long-term adverse effects to nearby industrial receptors. Other adjacent industrial uses are located further from the project site than SR 1, and thus would also not result in a substantial noise increase from TRUs. For these reasons, noise from TRUs associated with the proposed project would not exceed applicable City standards or result in a long-term substantial increase in noise.

Diesel Generators

Backup diesel generators would be used to supply necessary power requirements to vital systems within the proposed buildings and would generally only be used temporarily during emergency power outages or routine maintenance. A generator can produce noise levels of 82 dBA L_{max} at 50 feet (FTA 2018). Considering when a generator is in use to provide backup power, it would be operating continuously, this noise level can also be applied as an L_{eq} (FTA 2018). This analysis assumes that backup diesel generators would be located on the exterior perimeter of the proposed warehouse buildings; if generators are located within buildings or enclosed areas noise levels could be lower than presented herein.

The nearest industrial property is located approximately 130 feet west of where a generator could be installed at Building 3 or 4. At this distance, noise would attenuate to 73.7 dBA L_{eq}. This would not exceed the City's industrial daytime and nighttime performance noise standard of 80 dB L_{eq} for adjacent industrial land uses. The nearest noise-sensitive receptors (i.e., SR 8) are approximately 2,300 feet south of where a generator could be installed, at which distance, noise levels would attenuate to 49 dBA L_{eq}. Therefore, noise levels associated with backup diesel generators would not exceed the City's residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior residential noise standard (i.e., 60 dB). However, because noise levels from diesel generators would be louder than existing noise levels (i.e., 58.1 dBA L_{eq}), their operation could result in an increase in noise levels at nearby receptors. Although the operation of diesel generators could result in a noise increase over existing noise levels at the nearest industrial receptor, because they would only be used temporarily during an emergency or routine maintenance, they would not result in a permanent substantial increase in noise. Additionally, Section 17.66.050(D) of the RCMC exempts any mechanical device used, related to, or connected with emergency machinery. For these reasons, the operation of diesel generators would not result in substantial adverse effects to nearby sensitive receptors.

Summary

The proposed project operation would result in new stationary sources including onsite HVAC equipment, loading dock activity, truck movements, and backup generators. As discussed above, noise levels from these sources would not exceed City industrial daytime and nighttime performance noise standards of 80 dB for industrial uses, the City's residential exterior daytime noise standard (i.e., 65 dB), or the residential nighttime exterior residential noise standard (i.e., 60 dB). Although the use of diesel generators could result in a substantial increase in noise levels during an emergency or maintenance, these sources would not result in a permanent substantial increase in noise levels in the project area. For these reasons, this impact is **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-4: Exposure of Sensitive Receptors to Construction Vibration

Proposed project construction would result in short-term vibrations from the use of heavy-duty construction equipment. Based on the modeling conducted, vibration levels would not have the potential to cause structural damage to nearby structures or human annoyance at nearby residences. This impact is **less than significant**.

No pile driving or blasting would be conducted as part of the proposed project. Typical construction activities would use pieces of equipment that generate low levels of ground vibration, such as dozers and pavers. These types of common construction equipment do not generate substantial levels of ground vibration that could result in structural damage, except at close distances (i.e., within at least 10 feet). There are no vibration-sensitive land uses (e.g., places where people sleep or buildings containing vibration-sensitive uses) within 500 feet of the project site. Vibration levels for pieces of construction equipment that would be used during project construction would range from 0.003 to 0.21 in/sec PPV at 25 feet or 58 to 94 VdB at 25 feet (Table 3.11-18).

Table 3.11-18 Typical Construction Equipment Vibration Levels

Construction Equipment	PPV at 25 ft, in/sec	Approximate VdB at 25 feet
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58

Notes: PPV = peak particle velocity; ft = feet; in/sec = inches per second; VdB = vibration decibels.

Source: FTA 2018: 184.

Based on reference vibration levels for typical construction equipment, vibratory rollers generate the highest vibration levels and are therefore of greatest concern when evaluating construction-related vibration impacts (Table 3.11-18).

Vibration Damage

Based on the recommended procedure for applying a propagation adjustment, vibration levels from the use of a vibratory roller could exceed the threshold of significance of 0.20 in/sec PPV for structural damage to non-engineered timber and masonry buildings within 26 feet of vibratory roller activities (see Appendix H for modeling details). There are no structures located within 26 feet of the project site. The closest structure to the project site (i.e., SR 7) is located approximately 99 feet east of the project site. At this distance, construction vibration levels would attenuate to 0.018 in/sec PPV; thus, the use of vibratory equipment would not exceed the structural damage threshold of 0.20 in/sec PPV at any nearby structures.

Vibration Annoyance

Vibration levels can result in interference or annoyance to residences or other land uses where people sleep, such as hotels and hospitals. Based on the FTA recommended procedure for applying propagation adjustments to these reference levels, vibration levels from the use of a vibratory roller could exceed the FTA threshold of significance for structures where people sleep (i.e., 80 VdB) within 75 feet of activity. There are no residential land uses located within this distance; the nearest residential receptors are located approximately 2,337 feet from the proposed project. As detailed above, the nearest structure (i.e., SR 7) is an industrial land use located approximately 99 feet east of where a vibratory roller could be used. At this distance construction vibration would attenuate to 77 VdB, and thus would not exceed the applicable FTA standard for institutional land uses (i.e., 83 VdB). Additionally, Section 17.66.070(E) of the RCMC exempts vibration associated with temporary construction/demolition. For these reasons, the FTA thresholds for human response and annoyance to vibration would not be exceeded.

Summary

Based on the reference vibration levels and the vibration modeling conducted, construction activity that includes the use of a vibratory roller would not exceed the FTA vibration damage thresholds (i.e., 0.20 in/sec PPV) or the vibration annoyance thresholds (i.e., 80 VdB and 83 VdB for residential and industrial uses, respectively) at any off-site receptors. Thus, this impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-5: Vibration Compatibility

The proposed project boundary is located approximately 50 feet south of the centerline of the AT/SF Railway, which is operated by BNSF for freight service and Metrolink for commuter passenger rail service. The closest proposed structure to the railway (i.e., Building 3) is located approximately 132 feet south of the railway. Thus, the proposed project is not located within the impact distance for vibration from conventional commuter railroad operation (i.e., 120 feet). Additionally, at this distance, the proposed project would not exceed the FTA threshold for infrequent events at institutional land uses (i.e., 83 VdB) or frequent events at institutional land uses (i.e., 75 VdB). For these reasons, this impact is **less than significant.**

The project site is located approximately 50 feet south of the AT/SF Railroad, which is operated by BNSF for freight service and Metrolink for passenger rail service. As a result, this analysis was prepared pursuant to City Standard of Approval 5.13-5b, which requires a project-specific vibration analysis using FTA vibration impact criteria for projects within 600 feet of commuter rail, high-speed rail, freight rail, or rail lines with combined service.

During normal service conditions, a total of 38 trains pass through the city each weekday (City of Rancho Cucamonga 2021: 259). According to the FTA, a locomotive-powered passenger or freight track generates approximately 85 VdB at 50 feet (FTA 2018: 137). Using this reference vibration level, vibrations from a freight/commuter rail operation could generate vibration levels of 72.4 VdB at the nearest proposed structure to the railroad (i.e., Building 3). The FTA threshold for frequent and infrequent events at institutional land uses with primarily daytime uses is 75 VdB and 83 VdB, respectively (FTA 2018). The threshold for frequent events would be exceeded within 109 feet of railway operations, and the threshold for infrequent events would be exceeded within 59 feet of railway operations (see Appendix H for modeling inputs). The proposed structure closest to the railway (i.e., Building 3) is located approximately 132 feet south. At this distance, vibration from locomotive-powered passenger or freight trains would attenuate to 72.4 VdB. Therefore, the project site would not be exposed to vibration levels that exceed the applicable thresholds for infrequent or frequent events at land uses with primarily daytime uses. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.12 PUBLIC SERVICES

This section provides an overview of existing public services in the project vicinity and evaluates the potential for implementation of the proposed project to affect availability, service level, and/or capacity of public services, including fire and police protection services, and if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment. Utility services, such as water and wastewater treatment, solid waste disposal, and electricity, are addressed in Section 3.14, "Utilities and Service Systems." No public comments related to public services were received in response to the Notice of Preparation (Appendix A).

3.12.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to the provision of public services for the proposed project.

STATE

California Fire Code

The 2022 California Fire Code, which incorporates by adoption the 2021 International Fire Code, contains regulations related to construction, maintenance, and use of buildings. Topics addressed in the California Fire Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and childcare facility standards, and fire-suppression training.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, also referred to as *PlanRC 2040*, is the comprehensive planning document governing development within the City, and contains goals, policies, and actions describing the City's vision for economic viability, livable neighborhoods, and environmental protection (City of Rancho Cucamonga 2021). *PlanRC 2040* establishes policies for the orderly growth and development of the City of Rancho Cucamonga.

The Safety chapter of the General Plan includes policies related to hazards that would affect the City and strategies to address the hazard. The following policies are applicable to the proposed project:

- **Policy S-3.5:** Water Supply. All developments will meet fire flow requirements identified in the Fire Code.
- **Policy S-3.6:** Coordination with Agencies. Coordinate with State, regional, and local agencies and service providers on fire risk reduction planning and activities.

- **Policy S-6.1:** Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

Standard Conditions of Approval

The City does not have standard conditions of approval that relate to impacts to fire protection services and facilities, police protection services and facilities, school facilities, library services and facilities.

3.12.2 Environmental Setting

FIRE PROTECTION

Rancho Cucamonga Fire Protection District

The Rancho Cucamonga Fire Protection District (RCFPD) oversees a comprehensive coverage area encompassing 50 square miles, inclusive of both the Rancho Cucamonga City and Sphere of Influence region. RCFPD directs various programs dedicated to delivering fire protection and emergency medical services. Additionally, the district manages diverse emergency management and response initiatives, with a primary commitment to preserving life and property within the City of Rancho Cucamonga. Beyond the deployment of highly skilled firefighters for the protection of residential, commercial, and industrial structures, RCFPD has strategically identified specialized skills among its personnel. This has led to the training of team members and the acquisition of specialized equipment to address a spectrum of emergencies. Noteworthy components of their capabilities include:

- Wildland Fire Protection: Specialized firefighters adept at mitigating fires in the Wildland Urban Interface areas.
- Emergency Medical Services: Trained paramedics and emergency medical technicians ensuring rapid response and life assessment in critical injury or illness situations.
- Technical Rescue: A specialized team equipped for confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle rope rescue, and large animal rescue.
- Hazardous Material Response: A certified team capable of taking corrective action to prevent or contain hazardous material incidents, including spills, explosions, or fires.

Operating from seven strategically positioned fire stations, each facility is equipped with a three-person fire engine, and two stations accommodate a four-person fire truck. Jersey Station #174 is the closest station to the project site, located approximately 1.4 miles to the west. The RCFPD's fleet of paramedic-equipped vehicles is prepared to engage with a diverse array of emergencies, spanning structural and wildland fires, medical calls, hazardous materials incidents, tactical responses, and technical rescues. Demonstrating a commitment to cooperative efforts, the RCFPD actively engages in the State's mutual aid program, extending support to neighboring regions when required. In return, RCFPD receives reimbursement for personnel costs associated with mutual aid operations (City of Rancho Cucamonga 2021).

In addition to emergency response, RCFPD plays a pivotal role in upholding and enforcing various community-based programs to ensure adherence to established fire standards. Furthermore, the establishment of a Fire Safe Council emphasizes public education regarding the threat of fires in the Wildland Urban Interface.

LAW ENFORCEMENT

Police protection services in the City of Rancho Cucamonga are provided by San Bernardino County Sheriff's Department (SBCSD) through a contractual arrangement. The SBCSD extends a comprehensive suite of specialized and support services, surpassing the capabilities typically found in smaller municipal police departments. These services encompass a spectrum of functions, including homicide investigations, helicopter patrol, narcotics investigations, special enforcement team (SWAT), media relations, crime lab services, and bomb and arson teams, among others. Leveraging the expansive coverage of the Sheriff's Department, the City of Rancho Cucamonga benefits from a regionalized approach to crime prevention and public safety.

Operationally, the SBCSD administers the Police Department and furnishes response services, criminal investigation services, traffic enforcement, and preventive patrol. The primary police facility is situated at the City's Civic Center, complemented by a substation within the Victoria Gardens Shopping Center and a satellite substation at Vineyard Avenue and San Bernardino Road, co-located with the jointly constructed Fire Station. The Rancho Cucamonga General Plan EIR outlines a prospective public safety facility in the northeast part of the City, designated as the Northend Substation. An Amendment to the Empire Lakes Sub Area 18 Specific Plan for Resort Development has received City approval, encompassing the creation of a Joint Use Facility concept. This facility, inclusive of a police substation, satellite library, and community services facility, aligns with future police services akin to the existing substation at the Victoria Gardens Shopping Center. Furthermore, the Police Department maintains a motor home capable of serving as a command post or temporary station as needed (City of Rancho Cucamonga 2021).

3.12.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential public service impacts was based on a review of documents pertaining to the proposed project, including existing regulatory framework (i.e., laws, ordinances, regulations, and standards); the City's General Plan; and review of the project site and vicinity. Impacts on public services that would result from the proposed project were identified by comparing existing service capacity and facilities against future demand associated with proposed project implementation. According to the CEQA Guidelines, CEQA is not concerned with public safety response levels themselves, but with the physical impacts to the environment that are caused from potential construction or modification of facilities in order to maintain acceptable service ratios, response times, or other performance objectives.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant public services impact if it would:

- 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 following public services:
  - fire protection,
  - police protection,
  - schools,
  - parks, and
  - libraries and other public facilities.

ISSUES NOT DISCUSSED FURTHER

The proposed project does not include a residential component and would not directly generate population growth within the City of Rancho Cucamonga. While the proposed project is estimated to generate approximately 934 new jobs within the city[1], which could indirectly cause unplanned population growth, employment is anticipated to be filled primarily by residents of the city and from the region. Construction workers for the proposed project would be sourced from the construction labor pool available in the Southern California area and would not require any substantial relocations of workers to the City of Rancho Cucamonga. As described in the Initial Study prepared for the proposed project (Appendix A), the proposed project would have no impact on schools, parks, libraries, or other public facilities.

[1] Average employees per square foot is 1:1,300 sf of building space.

Schools

The proposed project would not result in unplanned population growth, either directly or indirectly, and would not contribute to an increase in student enrollment in schools within the City or the surrounding area. Because the proposed project would not result in student population growth, the proposed project would not affect performance objectives for schools and would not require the construction or expansion of educational facilities. This issue is not discussed further.

Parks

As discussed above, the project would not result in unplanned population growth, either directly or indirectly, and would not increase the demand for parks and recreational facilities. Therefore, the proposed project would not increase the use of existing parks such that adverse physical impacts would result, and no additional parks would be needed or constructed as a result of implementing the proposed project. Furthermore, no public parks exist on the project site or in the immediate vicinity; therefore, none would be affected by the proposed project. This issue is not discussed further.

Libraries and Other Public Facilities

As discussed above, the proposed project would not result in unplanned population growth, either directly or indirectly, and would not increase the demand for libraries or other public facilities. Therefore, the proposed project would not affect performance objectives for libraries or other public facilities, and no additional facilities would be needed or constructed as a result of implementing the proposed project. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

The proposed project is estimated to generate a limited number of temporary construction and permanent employment opportunities that would be filled by residents in the region and be consistent with the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, the proposed project would not result in unplanned population growth in the City that would increase the demand for fire protection services or affect RCFPD service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new RCFPD facilities that would be developed under implementation of the General Plan, RCFPD would have adequate facilities and staff to provide fire protection services for the proposed project. Additionally, the proposed project would comply with all regulations governing fire prevention and safety in new development, reducing the demand for RCFPD services. Therefore, the proposed project would not result in significant environmental impacts associated with the construction or expansion of fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact is **less than significant.**

As described in Section 3.12.2, "Environmental Setting," RCFPD provides fire protection and emergency medical services within the City, as well as fire inspections, plan review, and code consultation. The RCFPD evaluates fire protection service impacts on a project-specific basis, considering factors such as land use, fire protection needs, recommended response distance and time, fire safety requirements, and project design features aimed at reducing demand for fire protection services. Jersey Station #174 is the nearest RCFPD fire station, located approximately 1.4 miles to the west of the project site.

Increased demands for fire protection and emergency medical services result from increases in permanent residential population, but can also be related to the type, location, and configuration of land uses. Buildout under the City's General Plan would accommodate a total population of 233,088 residents, which is an increase of 56,759 residents compared to existing (2020) levels (City of Rancho Cucamonga 2021). Additionally, the General Plan anticipates an

increase in the number of non-residential uses, including commercial, industrial, and warehouse/distribution businesses, that will operate in the City. According to the City's General Plan EIR, the anticipated increase in population and non-residential uses can be adequately served by existing fire stations and the planned opening of Stations 178 and 179. These stations would ensure that RCFPD maintains the existing level of service while serving increases in the population and businesses in the City (City of Rancho Cucamonga 2021).

Based on industry averages (1 employee per 1,300 sf of building space), the proposed project would accommodate approximately 934 new jobs that are anticipated to be filled by existing residents of the city and region, which is within the growth and development assumptions anticipated under the City's General Plan. In addition, construction workers for the proposed project would come from the construction labor pool available in the Southern California area and would not require substantial relocations of workers to the City. Therefore, the proposed project would not result in unplanned population growth in the City that would increase demand for fire protection and emergency medical services beyond what is planned.

During the design review and building permit process, the City of Rancho Cucamonga would ensure that the proposed project complies with General Plan policies for reducing fire risk associated with new development. In accordance with Policy S-3.5, the proposed project would meet applicable fire flow requirements. Policy S-3.6 requires the City to coordinate with RCFPD, which would ensure that the proposed project plans comply with State laws governing fire safety, including the California Building Code, California Fire Code, California Health and Safety Code, and California Occupational Safety and Health Regulations pertaining to fire prevention. The new buildings would meet all applicable requirements for fire sprinkler systems, fire alarm systems, fire flow, equipment, firefighter access, hydrants, building materials, and defensible space.

In summary, the proposed project would not result in unplanned population growth in the City that would increase the demand for fire protection or affect RCFPD service ratios and response times. RCFPD would have adequate facilities and staff to provide fire protection services to the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.12-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

The proposed project is estimated to generate a limited number of temporary construction and permanent employment opportunities that would be filled by residents in the region and within the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, the proposed project would not result in unplanned population growth in the City that would increase the demand for police protection services or affect SBCSD service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new SBCSD staff that would be hired under implementation of the General Plan, SBCSD would have adequate facilities and staff to provide police protection services for the proposed project. Additionally, the proposed project would include Crime Prevention Through Environmental Design principles, which would reduce the demand for SBCSD services. Therefore, the proposed project would not result in significant environmental impacts associated with the construction or expansion of police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact is **less than significant**.

Increased demands for police protection services result from increases in permanent residential population. The City's General Plan anticipates that the City's permanent population will increase by approximately 60,000 residents over the next 20 years. Additionally, the General Plan anticipates an increase in the number of businesses, including commercial, industrial, and warehouse/distribution businesses, that will be operating in the City. According to the EIR for the City's General Plan, the incremental development resulting from implementation of the General Plan would

result in the demand for approximately 37 additional law enforcement officers to maintain the current level of service. The increase in demand for police services would be met through the hiring of additional staff, as needed, and no additional police stations would be required to support additional officers anticipated under implementation of the General Plan (City of Rancho Cucamonga 2021).

As stated above, based on industry averages (1 employee per 1,300 sf of building space), the proposed project is estimated to generate 934 new jobs within the City that are anticipated to be primarily filled by existing residents of the city and the region. In addition, construction workers for the proposed project would come from the construction labor pool available in the Southern California area and would not require substantial relocations of workers to the City.

The police protection demands for the project site would continue to be served by SBCSD. Because the project site is vacant, the proposed project is expected to increase the demand for police protection services, including the number of calls for police response to building and vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. These types of calls are typically experienced in existing developed areas of the City and do not represent unique law enforcement issues that would be created specifically by implementation of the proposed project. Furthermore, the anticipated increased demand attributable to the proposed project would be within the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, the proposed project would not result in unplanned population growth in the City that would increase demand for police protection services beyond what is planned.

Construction areas would be fenced and screened to prevent unauthorized access and avoid potential construction-related safety hazards. In accordance with General Plan Policy S-6.1, the proposed project would incorporate Crime Prevention Through Environmental Design principles to deter and prevent crime, which may include providing access control to the buildings, secured parking facilities, walls and fences with key systems, and nighttime security lighting to eliminate areas of concealment, as well as locating building entrances in high-foot traffic areas. These measures would be reviewed and approved by SBCSD prior to the issuance of building permits.

In summary, the proposed project would not result in unplanned population growth in the City that would increase the demand for police protection or affect SBCSD service ratios and response times. SBCSD would have adequate facilities to provide police protection services to the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.13 TRANSPORTATION

This section describes the applicable federal, state, and local transportation regulations and policies; discusses the existing roadway network and transportation facilities in the project area; and analyzes the potential impacts from implementation of the proposed project on transportation. Mitigation measures that would reduce impacts, where applicable, are also discussed. The analysis in this section is based on the analysis and findings of the Etiwanda Commerce Center CEQA Transportation Impact Study (TIS) (Fehr & Peers 2024a). This study evaluates the effects of the proposed project based on City significance thresholds contained in the City of Rancho Cucamonga Traffic Impact Analysis (TIA) Guidelines (City of Rancho Cucamonga 2020). The TIS is included as Appendix I of this Draft EIR and incorporated herein.

Pursuant to SB 743, CEQA Section 21099, and State CEQA Guidelines Section 15064.3(a), generally, a project's effect on automobile delay is no longer considered when identifying impacts under CEQA. Instead, vehicle miles traveled (VMT) has been identified as the most appropriate measure of transportation impacts. Therefore, the transportation analysis herein evaluates impacts using VMT and does not include a level of service (LOS) analysis. However, for informational purposes, a summary of the Etiwanda Commerce Center Non-CEQA Transportation Study (LOS Study) (Fehr & Peers 2024b) is provided in this section. To review the LOS Analysis in its entirety, see Appendix J.

Comments received on the Notice of Preparation (NOP) regarding transportation included the requirement of permits to satisfy adjacent jurisdictions to the project site. Because a project's effects on automobile delay no longer constitute a significant impact under CEQA, comments related to automobile delay (e.g., LOS, congestion) are not addressed in this Draft EIR. All other comments are addressed in the analysis below. The NOP and comments submitted in response to it are included in Appendix A.

3.13.1 Regulatory Setting

FEDERAL

Federal Highway Administration

The Federal Highway Administration (FHWA), an agency of the US Department of Transportation, provides stewardship over the construction and preservation of the nation's highways, bridges, and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies to improve safety, mobility, and livability and to encourage innovation in these areas. FHWA also provides regulation and guidance related to work zone safety, mobility, and temporary traffic control device implementation.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as the segments of the Interstate Highway System that are located in California. Caltrans District 8 is responsible for the operation and maintenance of Interstate (I-) 10 and I-15 located in the vicinity of the project site.

California Manual on Uniform Traffic Control Devices, Part 6: Temporary Traffic Control

The California Manual on Uniform Traffic Control Devices, Part 6: Temporary Traffic Control provides principles and guidance regarding the movement of all roadway users (e.g., motorists, bicyclists, pedestrians) through or around temporary traffic control zones while reasonably protecting road users, workers, responders to traffic incidents, and equipment. Additionally, this document notes that temporary traffic control plans and devices shall be the responsibility of the authority of a public body or official having jurisdiction for guiding road users.

Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance

The purpose of the Interim Local Development Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance is to provide instructions to Caltrans personnel, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plans affecting the State Highway System. The LDIGR guidance establishes the safety impact review expectations for Caltrans and lead agencies when complying with CEQA; however, it does not establish thresholds of significance for determining safety impacts (Caltrans 2020). The LDIGR guidance can also be used by lead agencies, developers, and consultants as a model for analyzing the safety impacts of proposed land use projects and plans on local roadways. The LDIGR guidance prioritizes vulnerable users and communities; enhances safety for pedestrians, bicycle, transit, and vehicular modes; and applies both reactive and systemic perspectives.

California Fire Code

The 2022 California Fire Code, which is codified as Part 9 of the Title 24 of the CCR, incorporates by adoption the 2021 International Fire Code and contains regulations related to construction, maintenance, access, and use of buildings. Topics addressed in the California Fire Code include design standards for fire apparatus access (e.g., turning radii, minimum widths), standards for emergency access during construction, provisions intended to protect and assist fire responders, and several other general and specialized fire safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety. The California Building Standards Code, including the California Fire Code, is revised and published every 3 years by the California Building Standards Commission. The Rancho Cucamonga Fire Protection District has adopted the California Fire Code by reference in Ordinance No. FD 58.

Senate Bill 743

SB 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." In December 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which provides guidance for VMT analysis (OPR 2018). The Office of Administrative Law approved the updated State CEQA Guidelines and, as of July 1, 2020, implementation of CCR Section 15064.3 of the updated State CEQA Guidelines applies statewide.

REGIONAL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an association that includes the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as 191 cities, including the City of Rancho Cucamonga. As a metropolitan planning organization, SCAG is required to prepare a long-range transportation plan (the regional transportation plan) for all modes of transportation, including public transit, automobile, bicycle, and pedestrian, every four years for the six-county area. In addition to preparing the region's long-range transportation plan, SCAG assists in planning for transit, bicycle networks, clean air, and airport land uses.

Regional Transportation Plan/Sustainable Communities Strategy

As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare and update the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the corresponding Regional Transportation Improvement Program for the six-county region. The most recent plan adopted by SCAG is Connect SoCal 2024. Connect SoCal integrates transportation planning with economic development and sustainability planning and aims to comply with State greenhouse gas emissions reduction goals, such as SB 375. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050.

San Bernardino County Transportation Authority

The San Bernardino County Transportation Authority (SBCTA) is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SBCTA administers Measure I, the half-cent transportation sales tax approved by county voters in 1989, and supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. SBCTA is statutorily designated to serve in the following capacities: County Transportation Commission, Service Authority for Freeway Emergencies, County Transportation Authority, and Congestion Management Agency.

San Bernardino County Congestion Management Program

The SBCTA is San Bernardino's Congestion Management Agency. SBCTA prepares, monitors and periodically updates the County Congestion Management Program to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County Congestion Management Program defines a network of state highways and arterials, LOS standards and related procedures; the process for mitigation of impacts of new development on the transportations system, and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. San Bernardino County voters first approved the measure in 1989 and in 2004 overwhelmingly approved the extension through 2040. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

ConnecTransit Plan

Omnitrans is the public transit agency serving the San Bernardino Valley, an area that includes 15 cities, including the City of Rancho Cucamonga, and several unincorporated areas in the southwest corner of San Bernardino County. The ConnecTransit Plan, adopted in May 2023, is a community-driven sustainable transportation plan that seeks to develop community-identified transit-related needs within the San Bernardino Valley region (OmniTrans 2023). The ConnecTransit Plan summarizes data sources, analysis tools, and methodologies used to identify communities with high likelihood of residents experiencing mobility needs, as well as potential gaps in transportation access with the existing transit network. A community driven approach was used to identify potential solutions during a 20-month timeline. The potential solutions identified in the ConnecTransit Plan were organized into the following three categories: capital improvements, service improvements, and policy and technology.

IE Commuter

IE Commuter provides support for employers of all sizes, including those with more than 250 employees that are required to comply with South Coast AQMD Rule 2202. IE Commuter employer services and commuter incentives are offered at no cost to employers. They include rideshare program and marketing support and telework employer assistance. Additionally, IE Commuter assists commuters by providing incentives for ridesharing. IE Commuter also provides personal ride matching services, that include carpools and vanpools, Park & Ride lot information, and transit solutions powered by Google Transit™.

LOCAL

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, also known as PlanRC, was most recently updated and adopted in December 2021. PlanRC serves as a blueprint for future development in the city, and the Mobility and Access Element of PlanRC provides the framework for City decisions concerning the citywide transportation system, which includes various transportation modes and related facilities. The following Mobility and Access Element policies are applicable to the proposed project (City of Rancho Cucamonga 2021):

- MA-2.1 Complete Streets. Require that new roadways include provisions for complete streets, balancing the needs of all users of all ages and capabilities.
- MA-2.2 New Streets. To achieve the vision for transportation and mobility in the city, the final design, location, and alignment of streets shall provide levels of access, connectivity, and circulation consistent with the conceptual layouts shown in this Mobility and Access Chapter.
- MA-2.3 Street Design. Implement innovative street and intersection designs to maximize efficiency and safety in the city. Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure.
- MA-2.4 Street Connectivity. Require connectivity and accessibility to a mix of land uses that meets residents' daily needs within walking distance.
- MA-2.5 Street Vacations. Prioritize pedestrian and utility connectivity over street vacations.
- MA-2.6 Context. Ensure that complete streets applications integrate the neighborhood and community identity into the street design. This can include special provisions for pedestrians and bicycles.
- MA-2.7 Roadway Scale. Balance roadway size and design configuration to ensure that vehicular speeds, volumes and turning movements do not compromise the safety and comfort of pedestrians and bicyclists.
- MA-2.9 High-Quality Pedestrian Environment. Enhance sidewalks to create a high-quality pedestrian environment, including wider sidewalks, improved pedestrian crossings, buffers between sidewalks and moving traffic, pedestrian lighting, wayfinding signage, shade trees, increased availability of benches, end of cul-de-sac access, etc.
- MA-2.10 Block Pattern. Require development projects to arrange streets in an interconnected block pattern, so that pedestrians, bicyclists, and drivers are not forced onto arterial streets for inter- or intra- neighborhood travel.
- MA-2.12 Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, highspeed communications infrastructure for telecommuting, carpooling incentives, etc.
- MA-2.13 Healthy Mobility. Provide pedestrian facilities and class II buffered bike lanes (or separated bikeways) on auto-priority streets where feasible to promote active transportation.
- MA-2.14 Bicycle Facilities. Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.
- MA-3.2 Traffic Safety. Prioritize transportation system improvements that help eliminate traffic-related fatalities and severe injury collisions.
- MA-3.3 Vulnerable User Safety. Prioritize pedestrian improvements in the Pedestrian Priority Area shown on Figure 8 to promote safety in the southwest area of the city.
- MA-3.4 Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.
- MA-4.1 Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

- MA-4.2 Southeast Area Connectivity. Require new development in the Southeast Area to provide the necessary infrastructure to maintain access and public safety as shown on Figure M-8.
- MA-5.1 Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

ConnectRC

ConnectRC is an implementation-oriented active transportation plan designed to accelerate development of complete streets infrastructure, making healthy, sustainable transportation choices more practical in Rancho Cucamonga. ConnectRC builds off of the vision in PlanRC and moves the ideas from the Mobility & Access chapter several steps closer to implementation (City of Rancho Cucamonga 2023). ConnectRC is organized by five areas of the city. The proposed project is located in the Central South – Southeast chapter. There are no recommended improvements within the immediate vicinity of the project site (City of Rancho Cucamonga 2023: 100).

City of Rancho Cucamonga Traffic Impact Analysis Guidelines

The City of Rancho Cucamonga adopted the TIA Guidelines in June 2020. The purpose of TIA Guidelines is to provide general instructions for analyzing the potential transportation impacts (both CEQA and non-CEQA) of proposed development projects. These guidelines present the recommended format and methodology that should generally be utilized in the preparation of TIAs. As detailed above, a project's effect on automobile delay is no longer a consideration when identifying a significant impact under CEQA; thus, the portions of the guidelines not directly applicable to CEQA are not included herein.

Transportation Demand Management Standards

Section 17.78.010 and 17.78.020, "Transportation Demand Management" of the City's Development Code is to encourage large employers to implement programs to reduce the number of single-occupancy vehicle commuters on the roads. Industrial developments of 200,000 square feet or greater are required to implement measures that are intended to reduce congestion and air quality impacts. TDM strategies include, but are not limited to, employer-provided transit passes/parking credits, low-speed communications infrastructure for telecommuting, and carpooling incentives. TDM requirements apply to all new office, commercial, mixed use, and/or industrial developments.

Table 3.13-1 Transportation Demand Management Requirements Based on Development Size

Type of Use	Minimum Development Size
Office (excluding medical)	80,000 sf
Industrial Office Park (MP)	200,000 sf
Hospital and Medical Offices	100,000 sf
Commercial	150,000 sf
Light Industrial (M-1)	250,000 sf
Heavy Industrial (M-2)	350,000 sf
Hotels/Motels	150 rooms
Mixed or Multiple Uses	(1)

Notes:

(1) The minimum development size for mixed or multiple-use developments shall be calculated based on the proportional square footage of areas devoted to each type of use.

(Ord. No. 1000 § 4, 2022)

Source: City of Rancho Cucamonga Code of Ordinances.

Design Guidelines

Design standards and guidelines for commercial, office, and industrial development are provided in Chapter 17.120, "General Design Provisions" of the City Municipal Code; however, the following design guideline section contains only those provisions that are unique to commercial, office, and/or industrial development and are applicable to the proposed project:

- **Section 17.122.030 – Commercial, Office and Industrial Development**. The guidelines address points of access, reduction of conflicts between vehicular and pedestrian traffic, minimal impacts on adjacent properties, adequate maneuvering areas, separation of vehicular and pedestrian traffic, and interconnected public and private sidewalks.

Standard Drawings and Traffic Design Standards

The City of Rancho Cucamonga's Standard Drawings serve as guidelines for the construction and maintenance of public infrastructure. These drawings ensure consistency, safety, and compliance with local regulations and codes. They provide detailed specifications for various elements such as roads, sidewalks, drainage systems, and utilities to create uniform infrastructure across the city. The City's Standard Drawings were last revised in 2023.

Additionally, the City provides diagrams depicting design standards relevant to roadway improvements and transportation infrastructure.

Truck Routes and Restrictions

Chapter 10.56, "Truck Routes and Restrictions," of the City Municipal Code identifies unrestricted truck routes, restricted truck routes, and terminal access routes in the City of Rancho Cucamonga. Nothing in this section prohibits the ingress and egress from a designated unrestricted truck route by vehicles and vehicle combinations onto a City street when necessary for the purpose of making pickups or deliveries of goods; wares and merchandise from or to any building or structure located on a City street; or for the purpose of delivering materials to be used in the repair, alteration, remodeling or construction of any building or structure upon a City street for which a building permit has previously been obtained.

Rancho Cucamonga Fire Protection District Ordinance No. FD 58

Rancho Cucamonga Fire Protection District Ordinance No. FD 58 was adopted by the Rancho Cucamonga Fire Protection District Board of Directors on November 2, 2022. The ordinance adopts the 2022 California Fire Code with exclusions and amendments to accommodate local climate, geological, and topographical conditions.

Standard Conditions of Approval

Compliance with standard conditions is required for all new development and redevelopment in the city. The City requires the following standard conditions that relate to transportation, compliance with which would minimize or avoid adverse impacts.

- **5.17-2:** Future developments with 250 employees or more shall comply with the South Coast Air Quality Management District's (SCAQMD's) Rule 2202, which requires the implementation of trip reduction measures as a means of reducing pollutant emission in the air basin. An employer subject to this Rule shall annually register with the SCAQMD to implement an emission reduction program, in accordance with this Rule.
- **5.17-3:** Individual projects shall provide the following, as determined applicable by City staff:
  - Provide car-sharing, bike sharing, and ride-sharing programs;
  - Improve or increase access to transit;
  - Incorporate neighborhood electric vehicle networks into the project;
  - Include project measures to reduce transportation requirements such as work from home and flexible work schedules;
  - Link to existing pedestrian or bicycle networks, or transit service; and/or
  - Provide traffic calming.

3.13.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The environmental setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

ROADWAY SYSTEM

City roadways are classified as freeways, arterial roadways, boulevards, collector streets, bicycle corridors, multi-use trails, and local streets. A description of each as defined in PlanRC is provided below:

- **Freeways**, which are under the jurisdiction of and operated by Caltrans, provide for inter-regional travel by automobile. They have high vehicle speeds and can provide access for transit vehicles (although automobiles are prioritized). Bicycles and pedestrians are prohibited on freeways.
- **Arterial roadways** are the primary links in the city's vehicular transportation system even as they provide for all modes of travel. These facilities are oftentimes four to six lanes with raised medians and higher vehicle speeds are anticipated.
- **Boulevards** promote economic development around high-quality transit service, including light rail, streetcar, and bus rapid transit, while fostering a pedestrian scale environment in which walking and biking actively complement public transit.
- **Collector streets** are intended to connect neighborhoods together. They should provide accessibility for bicycles, pedestrians, and vehicles; however, speeds should be managed to ensure that all modes safely travel together. These corridors are specified along numerous street segments throughout the City and can substantially vary in terms of width.
- **Bicycle corridors** provide the main bicycle network for the city. Specifically, vehicle speeds should be managed to travel at 35 miles per hour or less and bicycle infrastructure should be maximized. This typically includes buffered bicycle lanes or separated bicycle lanes on the roadway or, at a minimum, seven-foot bicycle lanes. Separation can be provided by plastic bollards, raised medians, and/or planters.
- **Local streets** are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed (ideally 15 to 20 miles per hour). They prioritize pedestrians walking on sidewalks and bicycles typically take the lane within the roadway; Class III bikeway 'sharrows' may be provided in some areas. Traffic calming attributes (such as bulb-outs or other devices that minimize speeds) may be present.

The primary roadways in the vicinity of the proposed project site are described as follows:

- **I-10 Freeway** is the primary east-west facility through San Bernardino County. It extends the entire length of San Bernardino County, from its western border with Los Angeles County to its eastern border with Riverside County. I-10 is an eight- to 10-lane divided freeway near the proposed project and provides access to the proposed project at the Etiwanda Avenue interchange.
- **I-15 Freeway** is the primary north-south facility through San Bernardino County. It extends the entire length of San Bernardino County, from its southern border with Riverside County to the California-Nevada State Line. I-15 is an eight- to 12-lane divided freeway near the proposed project and provides access to the proposed project via the Foothill Boulevard and Fourth Street interchanges.
- **Foothill Boulevard** is a six-lane east-west boulevard located north of the proposed project site that provides access to I-15.
- **Arrow Route** is a three- to four-lane east-west arterial roadway situated immediately north of the project site. It is identified as an arterial roadway in PlanRC.

- **6th Street** is a four- to six-lane east-west bicycle corridor located south of the project site. It is currently not a through street, with a gap closure planned for after the proposed project opening date. 6th Street is identified as a Bicycle Corridor in PlanRC.
- **Fourth Street** is a four- to six-lane east-west arterial roadway south of the project site that provides access to I-15. East of the Rancho Cucamonga city limits, the road is known as San Bernardino Avenue.
- **Milliken Avenue** is a six- to eight- lane north-south arterial roadway west of the project site.
- **Rochester Avenue** is a four-lane north-south arterial roadway located west of the project site.
- **Etiwanda Avenue** is a three- to four-lane north-south arterial roadway immediately east of the project site. It includes an at-grade rail crossing with the Burlington Northern Santa Fe Railroad (BNSF) and Metrolink railroad.

TRANSIT SYSTEM

Omnitrans provides local and express bus service, sbX bus rapid transit service, and paratransit services, known as Access, covering 15 cities, including the City of Rancho Cucamonga, and portions of the unincorporated areas of San Bernardino County. Bus routes that run through the city connect to the neighboring Cities of Fontana, Upland, Ontario, Montclair, Eastvale, and Chino. Within Rancho Cucamonga, bus routes run on major roadways, including Fourth Street, Milliken Avenue, and Foothill Boulevard.

The project site is not adjacent to any existing public transit services. The nearest bus stop is located approximately 1 mile to the north of the project site along Foothill Boulevard and serves Route 66. The following Omnitrans routes operate within the surrounding areas of the project site:

- **Route 66** follows Foothill Boulevard from the Montclair Transit Center to the Fontana Transit Center, serving key destinations in the City of Rancho Cucamonga including the Epicenter Stadium and Victoria Gardens. Bus stops are provided at Milliken Avenue, Rochester Avenue, Day Creek Boulevard, and Etiwanda Avenue. Route 66 operates Monday through Friday between 4:00 a.m. and 11:30 p.m., Saturdays between 6:00 a.m. and 10:00 p.m., and Sundays between 7:00 a.m. and 8:00 p.m. Typical headways are every 20 minutes during peak hours, every 30 minutes during off-peak hours, and every 30 to 50 minutes on weekends.
- **Route 82** within the City of Rancho Cucamonga follows Milliken Avenue from Victoria Gardens. The route continues along Jurupa Avenue, Sierra Avenue, Citrus Avenue, and Sierra Lakes Parkway in Fontana. Service is provided to the Rancho Cucamonga Metrolink Station. The route operates approximately every 60 minutes on weekdays between 4:30 a.m. and 10:30 p.m. and every 65 minutes on weekends between 7:00 a.m. and 8:00 p.m.
- **Route 61** connects Pomona with Ontario International Airport, Ontario Mills Mall, and the South Fontana Transit Center along Holt Boulevard, Fourth Street, and San Bernardino Avenue. Bus stops within the vicinity of the project site are provided at Fourth Street and Etiwanda Avenue. Service runs every 20 to 30 minutes from 4:00 a.m. to 10:30 p.m. on weekdays, 5:30 a.m. to 10:30 p.m. on Saturdays, and 5:30 a.m. to 8 p.m. on Sundays.

Commuter train service in the City of Rancho Cucamonga is provided by Metrolink, which operates six commuter rail lines throughout Southern California. The Rancho Cucamonga Metrolink Station is located approximately 2.5 miles west of the project site along 8th Street, west of Milliken Avenue, where passenger trains run daily from downtown Los Angeles to downtown San Bernardino. The City of Rancho Cucamonga is served by the San Bernardino Line, which connects San Bernardino to Union Station in downtown Los Angeles. The Metrolink railroad runs east-west through the southern section of the city and is located adjacent to the northern boundary of the project site. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line (running east-west south of the I-10) is closed or restricted for limited periods. Local freight train traffic in the city includes switches on various spur lines serving the industrial areas at the southern section of the city including the project area.

BICYCLE SYSTEM

The bicycle network serving the city consists of the following bicycle facility classifications as described in PlanRC:

- **Class I Bike Path:** Provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access and recreational benefits, have right-of-way for the exclusive use of bicycles and pedestrians, and designed so that cross flow conflicts with other modes are minimized.
- **Class II Bike Lane:** Provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.
- **Class III Bike Route:** Shared facility that serves either continuity to other bicycle facilities or designates preferred routes through high demand corridors.
- **Class IV Separated Bikeway or Cycle Track:** Provides delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle. This separation can include parked vehicles, bollards, curbs, or any other physical device that provides this separation.

As of 2021, the City's bicycle network was comprised of 34.5 miles of Class I bike paths, 31.75 miles of Class II bike lanes, and 34.25 miles of Class III bike routes (City of Rancho Cucamonga 2021). Although the California Manual on Uniform Traffic Control Devices (CA MUTCD) also permits Class IV cycle tracks, there are none that are currently part of the City's bicycle network.

Exiting Class II bicycle facilities are provided within the vicinity of the project site along Foothill Boulevard, Arrow Route, Milliken Avenue, Rochester Avenue, and portions of Etiwanda Avenue. The Community Mobility chapter identifies future enhanced bicycle infrastructure along Foothill Boulevard and 6th Street.

PEDESTRIAN SYSTEM

Most, but not all, areas of the city have sidewalks (about 76 percent of streets) and crosswalks (City of Rancho Cucamonga 2021: 167). Within the vicinity of the project site, pedestrian facilities are provided along Foothill Boulevard, Milliken Avenue, Rochester Avenue, Arrow Route, and Etiwanda Avenue north of the BNSF/Metrolink railroad. Sidewalks are intermittent or non-existent along Etiwanda Avenue south of the BNSF/Metrolink railroad, 6th Street, and Fourth Street. At existing signalized intersections, adjacent to the proposed project, crosswalks and pedestrian push-button actuated signals are provided. Mid-block crosswalks and crosswalks at unsignalized intersections are not.

3.13.3 LOS Traffic Analysis - For Informational Purposes Only

This section summarizes the LOS Study provided in Appendix J. The LOS analysis is provided for informational purposes only, as vehicle delay at an intersection or on a roadway segment cannot be considered a significant impact under CEQA.

The LOS Study analyzes LOS for the proposed project under existing conditions (2023), opening year conditions (2026), and cumulative conditions (2050), with and without project implementation. The study evaluated 20 intersections to determine if the proposed project would be consistent with the LOS policies in City of Rancho Cucamonga TIA Guidelines.

Intersection operating conditions in the study area were evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual* (HCM) *6th Edition* methodology, which is considered the state-of-the-practice methodology for evaluating intersection operations and is consistent with the City of Rancho Cucamonga and the County of San Bernardino requirements.

The HCM 6th Edition methodology for signalized intersections estimates the average control delay for vehicles at the intersection. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection (Table 3.13-2). These grades range from LOS A (minimal delay) to LOS F (excessive congestion) for both signalized and unsignalized intersections. LOS E represents at-capacity operations.

Table 3.13-2 Intersection Level of Service Grades

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 80.0	> 50.0

Source: Fehr & Peers 2024b.

The Cities of Rancho Cucamonga and Ontario have adopted LOS standards of LOS D or better and LOS E or better, respectively.

ANALYSIS SCENARIOS

The following scenarios were analyzed for the LOS analysis:

- **Existing (2023)** - Existing (2023) traffic volumes and lane geometries were used to evaluate existing conditions.
- **Opening Year (2026) No Project** - This consists of traffic volumes during the proposed project's opening year without traffic volumes generated by the proposed project. The opening year volumes were developed using a growth rate, which was determined using San Bernardino Transportation Analysis Model (SBTAM+), and include the volume of all approved land use development projects within a 5-mile radius of project site.
- **Opening Year (2026) Plus Project** - Traffic generated by the proposed project was added to Opening Year conditions.
- **Opening Year (2026) Plus Project Plus Improvements** - This scenario consists of the Opening Year plus project traffic volumes and the proposed improvements needed to bring LOS to acceptable standards.
- **Future Year (2050) No Project** – Consists of future year forecasts developed for the study area using the SBTAM+. This scenario accounts for funded improvements and cumulative projects within the study area.
- **Future Year (2050) Plus Project** - Traffic generated by the proposed project was added to Future Year conditions.
- **Future Year (2050) Plus Project Plus Improvements** - This scenario consists of the Future Year plus project traffic volumes and the proposed improvements needed to bring LOS to acceptable standards.

STUDY AREA

The following intersections were analyzed for the LOS analysis:

- Rochester Avenue and Foothill Boulevard (Existing)
- I-15 Southbound Ramps and Foothill Boulevard (Existing)
- I-15 Northbound Ramps and Foothill Boulevard (Existing)
- Etiwanda Avenue and Foothill Boulevard (Existing)
- Miliken Avenue and Arrow Route (Existing)
- Rochester Avenue and Arrow Route (Existing)
- Yellowwood Road/Juneberry Drive and Arrow Route (Existing)
- Etiwanda Avenue and Arrow Route (Existing)
- Etiwanda Avenue and Whittram Avenue (Existing)
- Etiwanda Avenue and Napa Street/Driveway 2 (Existing)
- Miliken Avenue and 6th Street (Existing)
- Etiwanda Avenue and 6th Street (Existing)
- Miliken Avenue and Fourth Street (Existing)
- I-15 Southbound Ramps/Ontario Mills Drive and Fourth Street (Existing)
- I-15 Northbound Ramps/Commercial Driveway and Fourth Street (Existing)
- Etiwanda Avenue and Fourth Street (Existing)
- Etiwanda Avenue and I-10 Westbound Ramps (Existing)
- Etiwanda Avenue and I-10 Eastbound Ramps (Existing)
- Etiwanda Avenue and Driveway 1 (Future Intersection)
- Etiwanda Avenue and Driveway 3 (Future Intersection)

EXISTING YEAR (2023) INTERSECTION OPERATIONS

Under existing year (2023), all intersections operate at or above acceptable LOS standards (Table 3.13-3). See Appendix J for details related to the LOS analysis.

Table 3.13-3 Existing (2023) Intersection Level of Service

Intersection	Jurisdiction	Control	Peak Hour	Existing (2023)
				Average Delay / LOS
Rochester Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	C / 30.4
			PM	D / 42.7
I-15 SB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	A / 7.3
			PM	A / 9.7
I-15 NB Ramps and Foothill Boulevard	City of Rancho Cucamonga/Caltrans	Signalized	AM	B / 14.6
			PM	A / 8.1
Etiwanda Avenue and Foothill Boulevard	City of Rancho Cucamonga	Signalized	AM	D / 40.5
			PM	D / 47.5

Intersection	Jurisdiction	Control	Peak Hour	Existing (2023)
				Average Delay / LOS
Milliken Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 25.9
			PM	D / 35.2
Rochester Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 34.7
			PM	D / 54.3
Yellowwood Road/ Juneberry Drive and Arrow Route	City of Rancho Cucamonga	Signalized	AM	A / 6.0
			PM	A / 5.6
Etiwanda Avenue and Arrow Route	City of Rancho Cucamonga	Signalized	AM	C / 21.5
			PM	C / 24.3
Etiwanda Avenue and Whittram Avenue	City of Rancho Cucamonga	Signalized	AM	B / 12.9
			PM	B / 17.4
Etiwanda Avenue and Napa Street	City of Rancho Cucamonga	Signalized	AM	A / 6.2
			PM	A / 9.6
Milliken Avenue and 6th Street	City of Rancho Cucamonga	Signalized	AM	B / 16.2
			PM	C / 24.4
Etiwanda Avenue and 6th Street	City of Rancho Cucamonga	Side-Street-Stop-Control	AM	D / 34.3 (EB)
			PM	D / 29.0 (EB)
Milliken Avenue and Fourth Street	City of Ontario	Signalized	AM	C / 30.1
			PM	D / 42.5
I-15 SB Ramps/Ontario Mills Drive and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 29.0
			PM	C / 24.4
I-15 NB Ramps/ Commercial Driveway and Fourth Street	City of Ontario/Caltrans	Signalized	AM	C / 26.0
			PM	C / 21.4
Etiwanda Avenue and Fourth Street	City of Rancho Cucamonga	Signalized	AM	C / 26.7
			PM	C / 27.9
Etiwanda Avenue and I-10 WB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 16.1
			PM	B / 10.8
Etiwanda Avenue and I-10 EB Ramps	City of Ontario/Caltrans	Signalized	AM	B / 15.5
			PM	B / 11.1

Notes: LOS = level of service; SB = southbound; NB = northbound; EB = eastbound; WB = westbound

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.

2. Delay operations were calculated using TRB HCM 6th Edition methodologies.

Source: Fehr & Peers 2024b.

NON-CEQA LOS IMPACTS

LOS deficiencies were identified at one intersection under the Opening Year (2026) scenario and at one intersection under Cumulative Year (2050) scenario. For details regarding the proposed project's effects related to LOS, off-ramp queueing, and left turn queueing, see the LOS Study (Appendix J). The recommended improvements are provided below for those intersections where deficiencies under opening year (2026) and future year (2050) conditions were found.

IMPROVEMENTS AND RECOMMENDATIONS

This section summarizes proposed improvements for Opening Year (2026) Plus Project Conditions and Future Year (2050) Plus Project Conditions. Improvements were proposed at a study location if it is forecast to operate below the applicable jurisdiction's acceptable LOS standard (LOS D and E for Cities of Rancho Cucamonga and Ontario, respectively) during either the AM or PM peak hour.

Opening Year (2026) Plus Project Intersection Improvements

The LOS Study determined that one study location would operate below the City of Rancho Cucamonga's acceptable LOS standard (i.e., LOS D). Consistent with the City's guidelines, the following improvements are recommended to improve operations to acceptable conditions (LOS D or better).

- Intersection 6: Rochester Avenue and Arrow Route - This intersection is forecasted to operate at LOS E during the PM Peak Hour under No Project and Plus Project conditions. The following improvement is recommended:
  - Optimize PM signal timing. Note, only max green times for each phase were adjusted. All other signal timing parameters (coordinated cycle length, phasing, minimum green times, yellow times, all-red times, pedestrian timings, etc.) are consistent with the existing signal timings.
  - With improvements, the intersection is forecasted to operate at LOS C in the PM peak hour.

Table 3.13-4 compares delay and LOS for Opening Year (2026) Plus Project with and without the proposed improvements described above.

Table 3.13-4 Opening Year (2026) Intersection LOS with Improvements

Intersection	Control	Peak Hour	Opening Year Plus Project LOS / Average Delay	Opening Year Plus Project with Improvements LOS / Average Delay
6. Rochester Avenue and Arrow Route	Signalized	AM	D / 35.7	D / 35.7
		PM	**E / 57.7**	D / 32.5

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.

Source: Fehr & Peers 2024b.

Future Year (2050) Plus Project Intersection Improvements

The LOS Study determined that one intersection is forecasted to operate below acceptable conditions under the Future Year (2050) Plus Project scenario. Improvements have been identified to enhance intersection operations to acceptable conditions and are described below.

- Intersection 8: Etiwanda Avenue and Arrow Route - This intersection is forecasted to operate at LOS E during the AM Peak Hour under No Project and Plus Project scenarios. The following improvements are recommended:
  - Restripe the existing roadway to add a second southbound left turn lane
  - Add a second eastbound receiving lane (included in RTP Project #: 20020134 - Widen Arrow Route from Etiwanda to East Rancho Cucamonga City Limit from two to four lanes)
  - With improvements, the intersection is forecasted to operate at LOS D. The project's fair share portion of the improvement costs is 4 percent.

Table 3.13-5 compares delay and LOS for Future Year (2050) Plus Project with and without the proposed improvements described above.

Table 3.13-5 Future Year (2050) Intersection LOS with Improvements

Intersection	Control	Peak Hour	Future Year Plus Project LOS / Average Delay	Future Year Plus Project with Improvements LOS / Average Delay	Fair Share Contribution
8. Etiwanda Avenue and Arrow Route	Signalized	AM	**E / 67.5**	D / 54.3	4%
		PM	D / 47.6	D / 44.7	

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. Worst lane delay expressed in seconds per vehicle for side-street-stop-control intersections.
2. Delay operations were calculated using HCM 6th methodologies.
3. **Bold** represents a LOS deficiency.

Source: Fehr & Peers 2024b.

3.13.4 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of the proposed project on the transportation system. Transportation/traffic impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant using the following analysis methodologies.

METHODOLOGY

Bicycle and Pedestrian Analysis

The bicycle and pedestrian analyses evaluate whether implementing the proposed project would, either directly or indirectly, disrupt existing bicycle or pedestrian programs or facilities; interfere with the implementation of a planned bicycle or pedestrian facility; or create a physical or operational transportation outcome that conflicts with applicable bicycle or pedestrian system plans, guidelines, policies, or standards.

Transit Analysis

The transit analysis evaluates whether the proposed project would, directly or indirectly, disrupt existing transit services or facilities, interfere with the implementation of a planned transit facility, or create physical or operational transportation outcomes that conflict with desired conditions expressed in transit policies adopted by the City or Omnitrans for their respective facilities in the city.

Vehicle Miles Traveled Analysis

This analysis is based on the Etiwanda Commerce Center CEQA TIS prepared by Fehr & Peers (Appendix I). Consistent with the City's TIA Guidelines, the latest version of the SBTAM+ was used to estimate VMT associated with the proposed project. SBTAM+ is based off the SCAG regional travel demand model which uses the 2024 SCAG RTP/SCS and forecasts traffic volumes on roadway segments for the entire six-county SCAG region. The SCAG model was refined to provide additional detail for San Bernardino County and was calibrated for use in San Bernardino County by ensuring that the model can replicate existing traffic volumes on county roadways after refinement. SBTAM+ is validated to 2019 (baseline year) with a planning horizon year of 2050 (future year) and is considered the most appropriate tool for testing changes in land use and roadway network in San Bernardino County (Fehr & Peers 2024a).

The project land use was isolated into transportation analysis zone (TAZ) 53702201. SBTAM+ land use inputs are referred to as Socioeconomic Data (SED). SED includes population demographics such as number of residents, age of residents, vehicle ownership, and income, as well as employment categories like retail, manufacturing, public administration, and agriculture. The SED employment categories used in SBTAM+ are based on the employment descriptions documented in the North American Industry Classification System (NAICS). The project land uses (i.e., general warehouse, high-cube fulfillment center (non-sort), and high-cube cold storage warehouse) and their

associated operations were used to determine which NAICS code and which corresponding SED employment categories best represent the project (Table 3.13-6).

Consistent with City TIA Guidelines, the TIS analyzed both project-generated VMT and the project effect on VMT as described below:

- **Project-generated VMT** presents trips and trip distances of specific trips associated with the proposed project.
- **Project effect on VMT** is an estimate of how VMT within a specified boundary would change once the proposed project is built.

Table 3.13-6 Project Socioeconomic Data Information for Transportation Analysis Zone 53700201

Manufacturing Square Feet	**886,316**
Transportation Square Feet	327,815
Total Square Feet	**1,214,131**
Manufacturing Employment	682
Transportation Employment	252
Total Employment	**934**

Notes:

1. TAZs in SBTAM+ generate additional truck trips using low and high warehouse employment. The number of warehouse employees is proportional to the amount of transportation employment in a TAZ. The proposed project TAZ's low and high warehouse employees were estimated using ratios of transportation to low/high warehouse employment in adjacent TAZs.
2. The number of employees was estimated using an employment factor of 1,300 square feet per employee.

Source: Fehr & Peers 2024a.

Project-generated VMT

The City's TIA Guidelines state that for most projects, project-generated VMT should be extracted using the origin-destination method; however, in some cases "it may be appropriate to extract the project-generated VMT using the production/attraction trip matrix instead of the origin-destination trip matrix (e.g. pulling VMT from the model at a step when trips can be tracked by trip purpose)" as "this may be appropriate when a project is entirely composed of retail or office uses and there is a need to isolate the home-based-work VMT for the purposes of isolating commute VMT" (City of Rancho Cucamonga 2020: 23). Therefore, after consultation with City staff, it was determined that the production/attraction methodology would be the most appropriate approach to analyze project-generated VMT as the proposed project would be entirely made up of industrial uses.

Note that under the origin/destination methodology, an analysis of VMT per service population would be required. Service population is defined as the sum of residents and employees. Since the production/attraction methodology analyzes VMT by trip purpose (i.e., employee commute), the analysis herein does not warrant an evaluation of VMT per service population. Rather, an analysis of VMT per employee was used to determine project impacts.

The production/attraction methodology was used to estimate project-generated VMT by summing weekday VMT with at least one trip end in the study area. Productions are land use types that generate trips (i.e., residences), and attractions are land use types that attract trips (i.e., employment). Because the proposed project is an industrial development, home-based-work attraction VMT per employee (i.e., commute VMT) was quantified for the project's VMT analysis under both project level and cumulative conditions.

Due to the structure of SBTAM+, production/attraction VMT can only be isolated by trip purpose before final traffic assignment in which all trip types are aggregated together. Production/attraction trip matrices include internal trips that have both trip ends (i.e., origin and destination) inside the model boundary and do not include external trips that have one trip end outside of the model boundary or truck trips, and therefore do not include those trips in the VMT estimates.

As detailed in Section 3.13-1, "Regulatory Setting," State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the new method of determining significance for transportation impacts (i.e., VMT instead of congestion). Relevant to calculating trips, Section 15064.3(a) states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (OPR 2018). Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT), but need not be. Therefore, larger on-road vehicles that do not fall within the categories of cars and light trucks do not need to be considered in calculations of trips or VMT.

The City's TIA guidelines state that a project would result in a significant project-generated VMT impact if either of the following conditions are met:

- The 2019 baseline project generated VMT per employee exceeds the 2050 City of Rancho Cucamonga General Plan (i.e., PlanRC) Buildout VMT per employee, or
- The 2050 cumulative project generated VMT per employee exceeds the 2050 City of Rancho Cucamonga General Plan (i.e., PlanRC) Buildout VMT per employee.

SBTAM+ was used to determine the threshold of significance. Therefore, the threshold of significance for project-generated VMT is 22.3 VMT per employee, which is the average commute VMT in the city under PlanRC buildout conditions.

Project Effect on VMT

The boundary method was used to estimate the project's effect on VMT within the surrounding area by summing all weekday VMT on the roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced travel. Unlike the analysis of project-generated VMT, the project effect on VMT analysis includes truck trips.

The City's TIA guidelines state that the city boundary should be used for boundary VMT analysis, unless the project is located near the city limit. Because the proposed project is located near the southern city limit, the project effect on VMT analysis used a 30-mile radius from the project site. The 30-mile boundary was selected to capture the area that project trips could affect the transportation network by estimating the average project trip length, 15 miles, and doubling it.

The City's TIA Guidelines also state that a project would result in a significant impact if the following condition is met:

- The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increases under the plus project condition compared to the no project condition.

At a 30-mile boundary, the threshold of significance used for the project's effect on VMT is 24.02 VMT per service population, which is the total VMT in the 30-mile boundary divided by the service population in that area under PlanRC buildout conditions. Additionally, the City's guidelines identify that, for the project effect assessment, if a project is consistent with the RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. Based on the methodology established for the assessment of VMT and the San Bernardino Transportation Analysis Model (SBTAM+), the proposed project was determined to not be consistent with the RTP/SCS; therefore, the proposed project effect on VMT was evaluated. For details regarding the RTP/SCS consistency evaluation specific to transportation for the proposed project, see Appendix I.

Transportation Hazards and Emergency Access Analysis

Transportation hazards and emergency access analyses evaluate whether the proposed project would, directly or indirectly, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or result in inadequate emergency access.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the proposed project impacts to transportation and traffic under CEQA are based on Appendix G of the CEQA Guidelines, the City of Rancho Cucamonga General Plan (i.e., PlanRC), and City Traffic Impact Analysis Guidelines. The proposed project would result in a significant transportation impact if it would:

- conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, or bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) regarding vehicle miles traveled;
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- result in inadequate emergency access.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed project includes the implementation of pedestrian facilities on the project site consistent with PlanRC policies. Additionally, the proposed project would be subject to, and constructed in accordance with, applicable City roadway design and safety guidelines. The proposed project would not permanently alter the physical transportation network external to the project site such that existing and planned bicycle, pedestrian, and transit services would be adversely affected. For these reasons, the impact on transit, roadway, bicycle, and pedestrian facilities is **less than significant**.

The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The consistency of the project with transit and bicycle and pedestrian facilities is analyzed separately below.

Transit

Omnitrans provides bus service throughout the county, including in the City of Rancho Cucamonga. It operates Route 66, which has stops approximately 1 mile north of the project site along Foothill Boulevard. The proposed project would not damage or alter existing facilities, and there are no proposed transit facilities or services in the vicinity of the project site. Therefore, implementing the proposed project would not adversely affect any existing or planned transit facilities or services.

Implementing the proposed project would result in construction personnel temporarily accessing the project site as well as new employees commuting to and from the project site during operations, which could generate increased demand for transit facilities and services. According to the OPR Technical Advisory, when evaluating impacts on multimodal transportation networks, the addition of new transit users generally should not be treated as an adverse impact (OPR 2018: 19). Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy related to transit.

Bicycle and Pedestrian Facilities

As detailed in Chapter 2, "Project Description," the proposed project would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site (See Figure 2-11). All new roadways would include sidewalks and be designed in accordance with City design standards.

The proposed internal roadway design would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code, future tenants associated with the proposed project may be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. Therefore, the proposed project would not conflict with any planned or programmed bicycle or pedestrian facility improvements in the vicinity of the project site.

Roadway Improvements

As stated above, the proposed project would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site. All roadways would be designed in accordance with City design standards as established in the RCMC. , the construction of four new public streets would help to achieve the internal connectivity within the Southeast Industrial Area envisioned in PlanRC (City of Rancho Cucamonga 2021: Figure M-8). In addition, as part of the project entitlement process, the project applicant would be required to pay its fair share contribution to the City's transportation DIF program, which would provide funding for roadway improvement projects, such as the construction of the grade separation project at Etiwanda Avenue and SCRRA railroad crossing, on roads that may have increased vehicle activity as a result of implementation of the proposed project. Therefore, the proposed project would not conflict with any planned or programmed roadway improvements in the vicinity of the project site.

Summary

The proposed project would include the implementation of pedestrian facilities or roadway improvements consistent with PlanRC. Additionally, the proposed project would not adversely affect any existing or planned bicycle, pedestrian, roadway, or transit services or facilities in the vicinity of the project site. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled

Construction activities would be temporary and intermittent and thus would not result in long-term increases in vehicular trips. The operation of the proposed project would result in a project-generated VMT per employee of 24.9 in a baseline scenario, which would exceed the City's thresholds of 22.3 VMT per employee; project generated VMT per employee of 21.9 in the future year scenario would not exceed the City's threshold. In addition, the proposed project effect on VMT would increase future year levels of VMT per service population within a 30-mile boundary from the project site, which exceeds the City's threshold of no increase. Therefore, the proposed project would conflict with State CEQA Guidelines Section 15064.3. This impact is **potentially significant**. With implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d, proposed project generated VMT in the baseline scenario would be reduced but remain above the City's threshold, and the project effect on VMT would still result in an increase in VMT per service population within a 30-mile boundary of the project site. Therefore, this impact is **significant and unavoidable**.

A description of the proposed project's VMT impacts during construction and operations is analyzed separately below.

Construction

Project construction activities would be temporary and intermittent beginning in June 2025 and occurring over approximately 18 months and thus would not result in long-term increases in vehicular trips or vehicle miles traveled. Additionally, construction worker trips are not newly generated; instead, they are redistributed throughout the regional roadway network based on the different work sites to which workers travel. Therefore, construction workers would not generate new trips each day; they would only redistribute them. For these reasons, construction activities are not expected to substantially increase VMT over a long-term period.

Operations

As discussed in the "Methodology" section, above, the threshold of significance for the proposed project is VMT per employee that is above the City of Rancho Cucamonga General Plan (i.e., PlacRC) Buildout VMT per employee. As detailed in the Methodology section, the proposed project would result in a significant VMT impact if project-generated VMT results in more than 22.3 VMT per employee.

The proposed project is anticipated to generate 24.9 VMT per employee under 2019 baseline conditions and 21.9 VMT per employee under 2050 future year conditions (Table 3.13-7). Thus, the proposed project would not exceed the City VMT per employee threshold of 22.3 under 2050 future year scenarios. See Appendix I for details regarding the VMT analysis.

Table 3.13-7 Project-Generated VMT

Scenario	Project Total Employment	Project-Generated Average Daily VMT	VMT per Employee	VMT per Employee Threshold	Threshold Exceeded?
2019 Baseline Year Plus Project	934	23,259	24.9	22.3	Yes
Future Year Plus Project	934	20,453	21.9	22.3	No

Note: VMT per Employee = Commute (Attraction Home-Based-Work) VMT for proposed project.

Source: Fehr & Peers 2024a.

VMT per employee is higher under 2019 baseline year conditions (i.e., 24.9 VMT per employee) than future year conditions (i.e., 21.9 VMT per employee) as expected because future year conditions represent the buildout of PlanRC, which includes new residential developments within the city. Since there are more residents living in the surrounding area under future year conditions, commute trips on average are shorter relative to baseline year conditions.

Additionally, the City's TIA Guidelines state that the proposed project would result in a significant impact if the cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. Because the proposed project is located near the southern city limit the cumulative project effect on VMT analysis used a 30-mile radius from the project site as opposed to the city boundary. The 30-mile boundary was selected to capture the area that project trips could affect the transportation network as the average project trip length is approximately 15 miles. The project's effect on VMT for the 30-mile boundary is expected to increase from 23.99 VMT per service population to 24.02 VMT per service population (Table 3.13-8). Because the proposed project would result in a net increase above the City's project effect on VMT as well as exceed the City's threshold for project-generated VMT, the proposed project is anticipated to substantially increase VMT during operations.

Table 3.13-8 2050 Future Year Project Effect on VMT

	Without Project	With Project	Threshold Exceeded?
30-Mile Total Boundary VMT	180,052,377	180,307,039	Yes
30-Mile Service Population	7,506,285	7,507,219	
30-Mile Boundary VMT per Service Population	23.99 (threshold)	24.02	

Note: Service Population = Total Employment + Population.

Source: Fehr & Peers 2024a.

City Standard Conditions of Approval 5.17-2 and 5.17-3 would reduce project trips and therefore VMT by requiring the implementation of trip reduction strategies. Specifically, standard condition of approval 5.17-2 requires both registration with SCAQMD and compliance with SCAQMD's Rule 2202 to implement trip reduction measures. Although the City has the authority to require the implementation of VMT reduction measures through these standard conditions of approval, this analysis did not quantify what those reductions would be. Because the proposed project would result in baseline rates of project-generated VMT per employee that exceed the City's threshold, and would increase future year levels of VMT per service population within a 30-mile boundary from the project site, the proposed project would conflict with State CEQA Guidelines Section 15064.3 regarding VMT. This impact is **potentially significant**.

Mitigation Measures

The following mitigation measures and quantified of VMT reductions are based on the most recent California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Handbook) measures for reducing greenhouse gas

emissions within the transportation sector. Most of the measures quantified in the CAPCOA Handbook would result in VMT reductions based on substantial evidence by encouraging mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycle) (CAPCOA 2021). Adjustments to measures were made as needed based on project site context and proposed project features. Measures were analyzed together, and a multiplicative dampening reduction of 0.6 percent was applied to mitigation measures that address the same trip types (Fehr & Peers 2024a).

Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing

Prior to the issuance of certificate of occupancy by the City, the project tenant(s) shall implement a marketing strategy to promote the project site employer's commute trip reduction program. The marketing strategy shall reduce project generated VMT per employee by 4 percent. The following features (or similar) shall be evaluated as part of development of the marketing strategy:

- on-site or online commuter information services,
- employee transportation coordinators,
- on-site or online transit pass sales, and
- guaranteed ride home service.

Mitigation Measure 3.13-2b: Provide Employee Rideshare Program

Prior to the issuance certificate of occupancy by the City, the project tenant(s) shall implement a ridesharing program for employees with similar commutes with funding requirements for employers. Existing programs including IE Commuter can be leveraged for this measure. The employee rideshare program shall reduce project generated VMT per employee by 4 percent. The following strategies shall be evaluated as part of development of the rideshare program:

- designating a certain percentage of desirable parking spaces for ridesharing vehicles,
- designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
- providing an app or website for coordinating rides.

Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities

Prior to the issuance of certificate of occupancy by the City, the project applicant shall install and maintain end-of-trip facilities for employee use. The implementation of end-of-trip facilities shall reduce project generated VMT per employee by 0.3-percent. End-of-trip facilities considered in the proposed project shall include but not be limited to: bike parking, bike lockers, showers, and personal lockers.

Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool

Prior to the issuance of certificate of occupancy by the City, the project tenant(s) shall implement an employer-sponsored vanpool service. The employer-sponsored vanpool service shall be designed and operated to reduce project generated VMT per employee by 1.6 percent.

Significance after Mitigation

The implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would reduce employee trips and, therefore, VMT per employee (Table 3.13-9).

Table 3.13-9 Project-Generated VMT Estimates per Employee with Mitigation

	2019 Baseline Year Weekday Average Daily VMT	2050 Future Year Weekday Average Daily VMT
Pre-Mitigation Project VMT	23,259	20,453
Reduction in Project VMT from Mitigation	-2,303 (approximately 10% of 23,259 average daily VMT)	-2,025 (approximately 10% of 20,453 average daily VMT)
Post-Mitigation Project VMT	20,956	18,428
Pre-Mitigation VMT per Employee	24.9	21.9
Post-Mitigation VMT per Employee	22.4	19.7
Citywide Threshold of Significance (VMT per Employee)	22.3	22.3
Significant Impact Post-Mitigation?	Yes	No

Source: Fehr & Peers 2024a.

A description of the individual effects of each mitigation measure's impact on VMT reduction is provided below based on quantified estimates provided in the CAPCOA Handbook. Although the information on the potential reduction in VMT from each measure is provided, it should be noted that the VMT-reducing benefits of implementing each measure are considered the maximum VMT benefit and are not additive when multiple measures are applied. There may be diminishing returns when certain measures are implemented together to reduce VMT. For each measure applied, it is likely that a lesser effect would be observed (CAPCOA 2021: 36). Additionally, to calculate overall VMT reductions a multiplicative dampening of -0.6 percent was applied to adjust the overall VMT reduction to account for measures that may overlap and target the same type of trips (Fehr & Peers 2024a).

- Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing: The implementation of commute trip reduction marketing would result in an estimated up to 4-percent employee VMT reduction (CAPCOA 2021). Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT.
- Mitigation Measure 3.13-2b: Provide Employee Rideshare Program: The implementation of a ridesharing program would result in an estimated up to 4-percent employee VMT reduction (CAPCOA 2021). Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and, therefore, VMT.
- Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities: Providing end-of-trip facilities would result in an estimated up to 0.3-percent employee VMT reduction (CAPCOA 2021). The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT.
- Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool: Providing employer-sponsored vanpool would result in an estimated up to 1.6-percent employee VMT reduction (CAPCOA 2021). Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long distance, single-occupied vehicles to shared vehicles reduces overall commute VMT. The analysis presented in Table 3.13-9 assumes that up to 2 percent of employees would participate in the vanpool program.

The implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would reduce the project's weekday average daily VMT per employee by approximately 10 percent under baseline and future year conditions from 24.9 to 22.4 and 21.9 to 19.7, respectively. Thus, project-generated VMT per employee would exceed the City threshold of 22.3 VMT per employee under baseline conditions and would not exceed the threshold under future year conditions.

However, the implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would not reduce the project effect on VMT to a less than significant level (i.e., below 23.99) (Table 3.13-10). Therefore, because project-generated VMT per employee would remain above the City threshold of 22.3 VMT per employee under baseline

conditions and the project effect on VMT would still result in an increase in VMT per service population within a 30-mile boundary of the project site, the proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) regarding vehicle miles traveled. This impact is **significant and unavoidable**.

Table 3.13-10 Future Year Project Effect on VMT with Mitigation

	Without Project	With Project	Post-Mitigation	Significant Impact?
30-Mile Total Boundary VMT	180,052,377	180,307,039	180,305,014	Yes
30-Mile Service Population	7,506,285	7,507,219	7,507,219	
30-Mile Boundary VMT per Service Population	23.99 (threshold)	24.02	24.02	

Note: Service Population = Total Employment + Population.

Source: Fehr & Peers 2024a.

Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The proposed project would involve the construction, operation, and maintenance of five new warehouse/distribution buildings and four new roadways to accommodate access to and through the project site. The proposed project would be subject to, and constructed in accordance with, applicable roadway design and safety guidelines. Therefore, this impact is **less than significant**.

An analysis of the proposed project's transportation safety impacts during construction and operations is provided separately below.

Construction

The effects of proposed project construction as they relate to transportation safety hazards would be temporary. As detailed in Chapter 2, "Project Description," construction activities are expected to commence in June 2025 and be completed in approximately 18 months. The proposed project would include the construction of four new roadways (i.e., New Public Streets A, B, C, and D). Etiwanda Avenue would provide connections to new streets and the project site as shown on Figure 2-11. Project construction could have the potential to increase hazards related to the movement of heavy vehicles and construction materials, which could result in conflicts for vehicles and alternative modes of transportation navigating the project area.

The proposed project would be required to meet all City requirements related to construction activities, including provisions set forth in Chapter 12.03, "Public Improvement Construction," of the City Municipal Code. A primary purpose of Chapter 12.03 is "[t]o reduce hazards to the public resulting from inappropriate construction and traffic-control procedures during construction activities affecting streets, highways, sidewalks, drainage facilities and other public places owned and operated by the city." Chapter 12.03 of the Municipal Code requires construction on public rights-of-way to comply with the Standard Specifications for Public Works Construction (Green Book), which contains standards for maintenance of access, traffic control, and notification of emergency personnel. Further, construction activities would be conducted in compliance with the CA MUTCD, which identifies the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, etc., including temporary traffic-control devices in and near construction work areas.

Per Municipal Code Chapter 12.03, a construction and/or encroachment permit from the City engineer would be required for any work that would occur within City right-of-way. Additionally, a Temporary Street Closure or Lane Closure Permit may be required depending on the nature of construction if pedestrian or vehicular travel would be restricted in any way. Therefore, with adherence to the City requirements for obtaining an encroachment/construction permit and compliance with provisions of the Green Book and CA MUTCD, the proposed project would not substantially increase hazards during construction activities.

Operations

As previously discussed, the proposed project would provide new roadway connections to and through the project site by providing four new roadways (see Figure 2-17). Intersections would meet at near right angles, and signalized access to the project site would be provided. Additionally, clear sight distance would be maintained at all intersections in accordance with City standards. All roadway and facility improvements would be subject to and constructed in accordance with applicable City and industry standard roadway design and safety guidelines, including the City of Rancho Cucamonga Standard Drawings and design guidelines provided in Chapter 17.120 and Section 17.122.030 of the Municipal Code. Furthermore, the proposed project would be subject to City review processes, which would ensure that the proposed project design, including new roadway improvements and tie-ins to the existing transportation network, would comply with all applicable design standards related to transportation safety. Finally, the proposed project is consistent with the existing land use context and vehicle fleet mix is expected to be similar to existing adjacent industrial developments. Proposed project-generated truck transport would travel on designated truck routes, and trucks traveling to and from the project site would adhere to applicable regulations associated with truck travel. Therefore, the proposed project would not substantially increase hazards during operations.

Summary

The proposed project is required to follow all City and industrywide safety standards and regulations related to construction activities, including those specified in Chapter 12.03 of the City Municipal Code related to encroachment. Additionally, the proposed project design would be required to meet local design standards, such as the City of Rancho Cucamonga Standard Drawings and design guidelines provided in Chapter 17.120 and Section 17.122.030 of the Municipal Code and would be subject to review by City staff to ensure that applicable design standards and regulations are met to minimize transportation hazards during construction and operations. Therefore, this impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.13-4: Result in Inadequate Emergency Access

Fire services would be provided by the Rancho Cucamonga Fire Protection District. The proposed project would be required to meet standards and regulations identified in the California Fire Code, as adopted by Fire District Ordinance No. FD 58, including provisions related to maintaining emergency access during construction and operations. Additionally, the proposed project design would be subject to review by the City and emergency service agencies; thus, ensuring that the proposed project would be designed to meet all applicable emergency access design standards. This impact is **less than significant**.

An analysis of the proposed project's impact on emergency access during construction and operations is provided separately below.

Construction

The Rancho Cucamonga Fire Protection District would provide fire protection and emergency response services to the project site. The proposed project would be required to comply with the 2022 California Fire Code, adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Chapter 33 of the California Fire Code outlines general fire safety precautions during construction in order to maintain required levels of fire protection and promote prompt responses to fire emergencies. Section 3303.1 of the California Fire Code requires that an owner or authorized agent develop, implement, and maintain an approved written site safety plan that establishes a fire prevention program at the project site applicable during all phases of construction, repair, alteration, or demolition work. Section 3303.1.1 details the required elements that all site safety plans must have, including fire department vehicle access routes, and Section 3311.1 requires that approved vehicle access be provided to all construction or demolition sites. Per Ordinance No. FD 58, the Rancho Cucamonga Fire Protection District has established additional fire and life safety requirements, including Section 503.3.1 which requires that, the location or locations of acceptable fire apparatus access to construction site is required to be temporarily installed or displayed in a manner, location,

and duration acceptable to the fire code official. The proposed project would be required to adhere to these regulations, as well as all other applicable requirements included in the City Municipal Code; thus, the proposed project would not result in inadequate emergency access during construction.

Operation

As detailed in Impact 3.14-3, the proposed project would be designed in accordance with City design standards including the City's Standard Drawings and design guidelines provided in Chapter 17.120 and Section 17.122.030 of the Municipal Code. Additionally, the proposed project would be required to comply with the 2022 California Fire Code as adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Appendix D of the Ordinance provides additional requirements for fire apparatus access roads, including minimum dimensions to allow for adequate access and turning radii for emergency vehicles accessing the project site during operations. Further, the proposed project would be subject to review by the City and responsible emergency service agencies, thus ensuring that the proposed project would be equipped to provide adequate access for emergency responders. Therefore, implementation of the proposed project would not result in inadequate emergency access during operations.

Summary

The proposed project would be required to follow all Rancho Cucamonga Fire Protection District, City, and State standards and regulations to ensure that emergency vehicle access is provided during construction and operations. Additionally, the proposed project would also be subject to City review to ensure that applicable design standards and regulations are met and adequate emergency access to the proposed project would be provided. Therefore, the proposed project would not result in inadequate emergency access. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.14 UTILITIES AND SERVICE SYSTEMS

This section evaluates the availability of existing utility and infrastructure systems (water, wastewater, stormwater, electricity, and natural gas) to serve the Etiwanda Commerce Center Project and the impact of the project on these systems. The analysis is based on documents obtained from the Cucamonga Valley Water District, City of Rancho Cucamonga, personal communications with representatives of Rancho Cucamonga Municipal Utility and Frontier Communications, and information from the Water Supply Assessment (Dudek 2023) (Appendix K). No public comments related to utilities and service systems were received in response to the Notice of Preparation (Appendix A).

3.14.1 Regulatory Setting

DOMESTIC WATER

Federal

No federal regulations are applicable.

State

Urban Water Management Plan

In 1983, the California Legislature enacted the Urban Water Management Planning Act (UWMPA) (California Water Code Sections 10610–10656). The UWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that provides more than 3,000 acre-feet (af) of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. This effort includes the adoption of an urban water management plan (UWMP) by every urban-water supplier and an update of the plan every 5 years on or before December 31, of every year ending in a five or zero. The UWMPA has been amended several times since 1983 with the most recent amendment occurring with SB 318 in 2004. The UWMPA and SB 610, described below, are interrelated; the UWMP is typically relied upon to meet the requirements for SB 610.

The Cucamonga Valley Water District 2020 UWMP, adopted in June 2021, is based on the California Department of Water Resources' (DWR) Final 2020 UWMP Guidebook.

Senate Bill 610

SB 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process.

The Public Resources Code Section 21151.9 requires that a water supply assessment (WSA) be prepared for proposed projects as defined in the statute to ensure that long term water supplies are sufficient to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. Preparation of a WSA is required if a proposed action meets the statutory definition of a "project," which includes at least one of the following (California Water Code Section 20912[a]):

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; or
- a mixed-use project that includes one or more of the projects specified in the above bullets.

These same requirements are also set forth in CEQA Guidelines Section 15155. Completion of a WSA requires collection of proposed water supply data and information relevant to the project in question, an evaluation of existing/current use, a projection of anticipated demand sufficient to serve the project for a period of at least 20 years, delineation of proposed water supply sources, and an evaluation of water supply sufficiency under single year and multiple year drought conditions. A WSA has been prepared for this project and is provided in Appendix K (Dudek 2023).

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a RWQCB to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Rancho Cucamonga is overseen by the Santa Ana RWQCB.

Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act (SGMA), a three-bill package signed into law in 2014, creates a framework for the management of groundwater sources throughout the State. Pursuant to SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a groundwater sustainability agency (GSA) for that basin. SGMA requires medium- and high-priority basins to develop GSAs, develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. SGMA exempts adjudicated groundwater basins (i.e., those that already operate under a court-ordered water management plan) from the requirements of designating a GSA and developing a GSP.

The project site is within the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Chino Subbasin was adjudicated under the Chino Basin Judgment, entered on January 27, 1978, by the Superior Court for the County of San Bernardino. The Chino Basin Watermaster was established to administer and enforce the provisions of the 1978 Judgement and to develop and implement an Optimum Basin Management Program for the Chino Subbasin. The intent of the Optimum Basin Management Program is to enhance water supplies, protect water quality, and improve management of the Chino Subbasin.

As an adjudicated basin, the Chino Subbasin is exempt from the requirements of SGMA, but is instead subject to groundwater pumping allocations under the 1978 Judgement (Dudek 2023) (Appendix K). Under SGMA, the Chino Basin Watermaster is also required to submit specific data, information, and annual reports for the previous water year to DWR. Information submitted to DWR includes groundwater elevation data, groundwater extraction data, surface water supply used or available for use for groundwater recharge or in-lieu use, total water use, change in groundwater storage, and an annual report submitted to the court (CBWM 2016).

For the purposes of SGMA compliance, groundwater basins are defined as those delineated by DWR in Bulletin 118. In the Chino Subbasin, as in many other basins, the boundaries in Bulletin 118 do not match the adjudicated basin boundaries within the 1978 Judgment. In some areas, surrounding adjudicated basin boundaries overlap the Bulletin 118 boundaries, and in other areas, the Bulletin 118 basin boundaries are either within or outside of the adjudicated basin boundaries. As required by SGMA, DWR has adopted regulations providing a process through which Bulletin 118 basin boundaries may be modified for the purposes of the SGMA. The Chino Basin Watermaster, in conjunction with the three Municipal Water Districts that overlie the basin – the Inland Empire Utilities Agency, the Three Valleys Municipal Water District, and the Western Municipal Water District – proposed certain modifications that would, in many portions of the basin, conform the boundaries of the Chino Subbasin for SGMA compliance to the adjudicated boundaries (CBWM 2023).

Local

City of Rancho Cucamonga General Plan

The Public Facilities Element of the City of Rancho Cucamonga General Plan (2021) contains the following water policies that are applicable to the project:

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

- RC-2.5 Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.
- RC-2.7 Greywater. Allow and encourage the use of greywater to meet or offset onsite non-potable water demand.

City of Rancho Cucamonga Municipal Code

The City of Rancho Cucamonga Municipal Code prohibits non-stormwater discharges unless authorized by the city engineer or the Santa Ana RWQCB provided that they are in compliance with discharge limitations specified by RWQCB (Section 19.20.220). All qualifying land development or redevelopment projects are required to have a water quality management plan that has been approved by the city engineer (Section 19.20.260).

Standard Conditions of Approval

The City of Rancho Cucamonga does not have standard conditions of approval that minimize impacts to water supply and distribution systems.

WASTEWATER AND STORMWATER

Federal

Clean Water Act

The Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff.

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the US. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 4.10, "Hydrology and Water Quality"). Each NPDES permit identifies limits on allowable concentrations and mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called "indirect" point source dischargers are not required to obtain NPDES permits. "Indirect" dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water.

The CWA was amended in 1987 with Section 402(p) requiring NPDES permits for nonpoint source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of the NPDES stormwater regulations is to improve the water quality of stormwater discharged to receiving waters to the "maximum extent practicable" using structural and nonstructural best management practices (BMPs). BMPs can include educational measures (e.g., workshops informing the public of what impacts can result when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage-facility design), public-policy measures (e.g., labeling storm-drain inlets as to impacts of dumping on receiving waters) and structural measures (e.g., filter strips, grass swales, and detention ponds).

State

NPDES Construction General Permit

The SWRCB has adopted a statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRD) to the SWRCB for coverage under the NPDES permit prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a SWPPP that specifies BMPs to be used during construction of the project; (2) eliminate or reduce non-storm water discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all specified BMPs. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-storm water discharges.

State Water Quality Control Board's Trash Amendment

On April 7, 2015, the SWQCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash. In addition, the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California added the section, Part 1 Trash Provisions. Together, they are collectively referred to as "the Trash Amendments". The purpose of the Trash Amendments is to provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life, public health beneficial uses, and reduce environmental issues associated with trash in State waters, while focusing limited resources on high trash generating areas.

Local

San Bernardino County Municipal Separate Storm Sewer System Permit

The San Bernardino County Flood Control District, the County, and the 16 incorporated cities, including the City of Rancho Cucamonga, in the Santa Ana River watershed are Co-permittees under a stormwater discharge permit, issued by the State of California through the Santa Ana Regional Water Quality Control Board. The San Bernardino County Flood Control District has been designated "Principal Permittee" under the Municipal Separate Storm Sewer System (MS4) Permit, and administers and coordinates many of the permit requirements on behalf of all the Permittees (Order No. R8-2010-0036, NDPES Permit No. CAS618036). This permit regulates the discharge of pollutants in urban runoff from non-agricultural human sources from the MS4s under the jurisdiction or responsibility of the co-permittees. This permit requires co-permittees to incorporate appropriate erosion and sediment control BMPs and ensure that runoff from new development projects does not cause a nuisance to adjoining or downstream properties in stream channels to the maximum extent practicable. The permit also outlines the following potential water quality impacts that should be considered as part of the CEQA evaluation:

- potential impact of project construction on stormwater runoff;
- potential impact of project's post-construction activity on stormwater runoff;
- potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas;
- potential for discharge of stormwater to affect the beneficial uses of the receiving waters;
- potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm; and

- potential for significant increases in erosion of the project site or surrounding areas.

New development projects that create 10,000 square feet or more of impervious surface collectively over the entire project site are required to develop project-specific Water Quality Management Plans (WQMPs). The WQMPs must include BMPs for source control, pollution prevention, site design, Low Impact Design (LID) implementation (where feasible), structural treatment-control BMPs, and control measures for any listed pollutant to an impaired waterbody on the 303(d) list.

City of Rancho Cucamonga General Plan

The *City of Rancho Cucamonga General Plan* (2021) contains the following water-related infrastructure goal that is applicable to the project:

GOAL PF-5 Water-Related Infrastructure. Water and wastewater infrastructure facilities are available to support future growth needs and existing development.

City of Rancho Cucamonga Municipal Code

Floodplain Management Regulations

The City of Rancho Cucamonga Municipal Code Chapter 19.12, Floodplain Management Regulations, restricts or prohibits structures and land uses within designated floodplains that do not comply with the regulations. This chapter requires that development be reasonably safe from flooding and not increase the base flood level by more than one foot where base flood elevations have been determined, but a floodway has not been designated. Projects that involve alteration or relocation of a watercourse are required to notify adjacent communities and the California Department of Water Resources of the relocation, provide the Federal Insurance Administration and FEMA with evidence of such notification, and ensure that the flood-carrying capacity within the altered or relocated portion of the watercourse is maintained. Floodplain Management Regulations also require that flood hazard reduction measures be implemented in the floodplain areas, which would include anchoring, flood-resistant materials, drainage around structures, elevation of lowest floor above base flood elevation, floodproofing, elimination of floodwater infiltration or discharges from water and sewer lines; prohibition of floodway encroachment; and mobile home and recreational vehicle standards. Regulations for development in mudslide-prone and erosion-prone areas are also included.

Storm Water Discharge Regulations

The City of Rancho Cucamonga Municipal Code Chapter 19.20 is known as the Storm Water and Urban Runoff Management and Discharge Control Ordinance. The ordinance was adopted to comply with the CWA, the California Porter-Cologne Water Quality Control Act, and the City's NPDES permit, and seeks to protect and enhance the quality of water bodies and water courses. The regulations address connections to the City's MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, immediate notification and written notification of accidental discharge, and property owner responsibility for illegal discharges.

Drainage Master Plans

The City of Rancho Cucamonga has adopted two drainage master plans for the eastern and the western sections of the city. The drainage master plans establish a means to collect revenue from development to offset the cost of constructing the drainage system. The City Master Plan of Drainage-Westside Area applies to the area located primarily between the Deer Creek Channel on the east and the Cucamonga Channel on the west. The Etiwanda/San Sevaine Area Drainage Policy, with its associated Etiwanda Area Master Plan of Drainage, identifies drainage facilities and fees for the area located along the western side of Etiwanda Avenue to the easterly City limits north of 4th Street. These drainage master plans address the flood control needs of a fully developed drainage area and identify the regional and local facilities needed to adequately convey a 100-year storm event.

Areas not covered by the two drainage master plans are expected to provide the needed storm drainage system as outlined in the applicable Specific Plan or Community Plan. Developers within these areas are responsible for completing the necessary drainage facilities not covered by the City's drainage master plans.

Standard Conditions of Approval

The City of Rancho Cucamonga does not have standard conditions of approval that minimize impacts to wastewater treatment and collection or stormwater drainage systems.

ELECTRICITY

Federal

No federal plans, policies, regulations, or laws would reduce the proposed project's demand for electricity or impacts on electricity infrastructure systems.

State

State of California Energy Action Plan

The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The previous plan was the 2003 Energy Action Plan (2008 update), which calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assisting public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouraging urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

The 2008 update has been supplemented by the 2019 California Energy Efficiency Action Plan, which includes three goals to drive energy efficiency: doubling energy efficiency savings by 2030, removing and reducing barriers to energy efficiency in low-income and disadvantaged communities, and reducing greenhouse gas (GHG) emissions from the buildings sector (CEC 2019).

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety" (PRC Section 25301[a]). This work culminated in preparation of the first Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2022 IEPR Update Report, which is the most recent IEPR, was adopted on November 9, 2022. The 2022 IEPR Update Report provides a summary of priority energy issues currently facing the State, outlining strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the report include progress toward Statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the State's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to Statewide energy policies; and issues facing California's nuclear power plants (CEC 2022).

State Requirements for Renewable and Zero Carbon Electricity Generation

The State has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard (RPS) Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018). More details are provided in Section 3.7, "Greenhouse Gas Emissions and Climate Change."

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

California Code of Regulations, Energy Efficiency Standards

Energy consumption in new buildings in California is regulated by State Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. The 2022 Building Energy Efficiency Standards have improved efficiency requirements from previous codes and the updated standards are expected to result in a statewide consumption reduction (CEC 2022).

Local

City of Rancho Cucamonga General Plan

The *City of Rancho Cucamonga General Plan* (2021) contains the following energy policies that are applicable to the project:

- **RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management strategies such as employer provided transit pass/parking credit, bicycle parking, bike lockers, high-speed communications infrastructure for telecommuting, carpooling incentive, etc. for large office, commercial, and industrial uses.
- **RC-6.10 Green Building.** Encourage the construction of buildings that are certified LEED or equivalent, emphasizing technologies that reduce GHG emissions.
- **RC-7.7 Sustainable Design.** Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.
- **RC-7.9 Passive Solar Design.** Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- **RC-7.13 Energy-Efficient Infrastructure.** Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

City of Rancho Cucamonga Municipal Code

According to Section 15.04.010 of the Rancho Cucamonga Municipal Code, the City has adopted the 2022 Green Building Standards Code. The City of Rancho Cucamonga encourages implementation of the optional provisions of CALGreen, but does not require them (Rancho Cucamonga Development Code Section 17.50.030).

Additionally, according to Section 17.76.020(B) of the Development Code within the Rancho Cucamonga Municipal Code, all new industrial developments within the Industrial Employment (IE) zone must provide an on-site renewable energy system. This subsection also includes several standards such as design and efficiency standards for the on-site renewable energy system that must be met (Rancho Cucamonga Development Code Section 17.76.020).

Standard Conditions of Approval

The City of Rancho Cucamonga does not have standard conditions of approval that minimize impacts to electricity infrastructure.

SOLID WASTE

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, runoff control, etc.), groundwater monitoring, and closure of landfills.

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout California to divert 50 percent of all solid waste from landfills as of January 1, 2000 through source reduction, recycling, and composting. To help achieve this, the Act requires that each city and county prepare a Source Reduction and Recycling Element to be submitted to the California Department of Resources Recycling and Recovery (CalRecycle). AB 939 also established a goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. The California Integrated Waste Management Board was replaced by CalRecycle in 2010. CalRecycle sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per capita disposal rate.

California Solid Waste Reuse and Recycling Act of 1991

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Assembly Bills 1826

AB 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. This law also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses. The law took effect in April 2016.

California Green Building Standards Code

CALGreen establishes building standards for sustainable site development. Sections 4.408 and 5.408, Construction Waste Reduction Disposal and Recycling, mandate that, in the absence of a more stringent local ordinance, a minimum of 65 percent of non-hazardous construction and demolition debris generated during most new construction must be recycled or salvaged. CALGreen requires developers to prepare and submit a Waste Management Plan for on-site sorting of construction debris, which is submitted to the City for approval, or use a waste management company with verifiable documentation. The Waste Management Plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.
- Identify construction methods employed to reduce the amount of waste generated.
- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Local

City of Rancho Cucamonga General Plan

The *City of Rancho Cucamonga General Plan* (2021) contains the following solid waste policies that are applicable to the project:

- **GOAL PF-6 Solid Waste.** The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.
- **PF-6.1 Recycling.** Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.

City of Rancho Cucamonga Municipal Code

The Rancho Cucamonga Municipal Code assigns the City Council to have sole discretion on deciding which of one or more solid waste enterprises will provide solid waste and recyclable collection services for residential and commercial/industrial customers within the City (Section 8.17.030). In addition, construction and demolition waste providers must have a collection agreement with the City before collecting or disposing of those types of wastes (Section 8.19.010).

Standard Conditions of Approval

The City of Rancho Cucamonga does not have standard conditions of approval that minimize impacts to solid waste facilities.

3.14.2 Environmental Setting

Public utilities in the project area are provided by the public agencies and private entities (Table 3.14-1) and are described in the following sections.

Table 3.14-1 Utilities Providers for the Project Area

Utility	Agency/Provider
Water Supply	Cucamonga Valley Water District
Wastewater Collection and Conveyance	Cucamonga Valley Water District
Wastewater Treatment	Cucamonga Valley Water District and Inland Empire Utilities Agency
Solid Waste Collection[1]	Burrtec Waste Industries
Electrical Service	Rancho Cucamonga Municipal Utility
Telecommunications	Charter and Frontier Communications

Source: Data compiled by Ascent in 2024.

WATER SUPPLY

The City of Rancho Cucamonga is served by the CVWD, whose service area covers approximately 46 square miles encompassing the City, portions of the cities of Fontana, Ontario, Upland and some unincorporated areas of San Bernardino County. The CVWD receives water supplies 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 Inland Empire Utilities Agency (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 existing sources of water supply for the CVWD are groundwater pumped from the Chino Basin and imported surface water. In addition to the Chino Basin, the CVWD also receives groundwater pumped from the Cucamonga Basin (CVWD 2021). The proposed project would be served with potable water and recycled water from the CVWD. The CVWD conducts water demand planning based on forecasted population growth provided by the Southern

California Association of Governments (SCAG). The planned sources of water available to CVWD are expected to increase from 57,369 acre-feet per year (AFY) in 2025 to 64,949 AFY in 2045 from a variety of sources (Table 3.14-2).

Table 3.14-2 Planned CVWD Water Supplies AFY 2025-2045

Water Source	2025	2030	2035	2040	2045
Groundwater – Chino Basin	10,250	14,773	16,331	17,630	17,630
Groundwater – Cucamonga Basin	10,000	10,000	10,000	10,000	10,000
Surface Water	2,950	2,950	2,950	2,950	2,950
Imported Water	28,369	28,369	28,369	28,369	28,369
Recycled Water – Direct Use	1,800	2,000	2,000	2,000	2,000
Recycled Water – Groundwater Recharge	4,000	4,000	4,000	4,000	4,000
Total	**57,369**	**62,092**	**63,650**	**64,949**	**64,949**

Source: CVWD 2021.

The following section compares CVWD's planned water supplies and projected water demands during the following scenarios: a normal year, single dry year, and multiple dry years (i.e., a 5 consecutive year drought period).

Normal Year

CVWD's projected normal year demands were based on CVWD's 2020 Water Use Target of 232 gallons per-capita per-day for potable water demands. The CVWD's fiscal year (FY) of 2010/2011 represents an "average" or "normal" water year for CVWD, in which the total amount of rainfall was similar to the historical average rainfall of 10.7 inches. CVWD's projected water supplies available during normal years would exceed project water demand during normal years through 2045 (Table 3.14-3).

Table 3.14-3 Normal Year Supply and Demand Comparison AFY 2025-2045

	2025 (acre-feet)	2030 (acre-feet)	2035 (acre-feet)	2040 (acre-feet)	2045 (acre-feet)
Supply Totals	57,369	62,092	63,650	64,949	64,949
Demand Totals	53,369	58,092	59,650	60,949	60,949
Difference	4,000	4,000	4,000	4,000	4,000

Source: CVWD 2021.

Single Dry Year

The ratio of total water supplies available to the CVWD during a historical normal year and during a historical single dry year was used to estimate the CVWD's projected water demands during single dry years. The CVWD's FY of 2017/2018 represented a single dry year for the CVWD, in which the total amount of rainfall was below the historical average rainfall. The CVWD's projected water supplies available during single-dry years would exceed project water demand during single dry years over the next 25 years (Table 3.14-4).

Table 3.14-4 Single Dry Year Supply and Demand Comparison AFY 2025-2045

	2025	2030	2035	2040	2045
Supply Totals	55,999	60,610	62,131	63,399	63,399
Demand Totals	52,099	56,710	58,231	59,499	59,499
Difference	3,900	3,900	3,900	3,900	3,900

Source: CVWD 2021.

Multiple Dry Years

The ratio of total water supplies available to the CVWD during a historical normal year and a historical five-year drought was used to estimate the CVWD's projected water demands during a five consecutive year drought period. In the event of a prolonged drought, the CVWD will increase its groundwater production and will pay the applicable assessments to purchase imported water to be delivered in the future when supplies are available. Additionally, upon adoption of a water supply shortage stage, water reduction demands will be effective immediately. The CVWD's projected water supplies available during 5 consecutive dry years would exceed project water demand during five consecutive year drought periods over the next 25 years (Table 3.14-5).

Table 3.14-5 Multiple Dry Year Supply and Demand Comparison AFY 2025-2045

		2025	2030	2035	2040	2045
First Year	Supply Totals	60,708	65,708	67,358	68,733	68,733
	Demand Totals	56,508	61,508	63,158	64,533	64,533
	Difference	4,200	4,200	4,200	4,200	4,200
Second Year	Supply Totals	63,297	68,509	70,229	71,662	71,662
	Demand Totals	58,897	64,109	65,829	67,262	67,262
	Difference	4,400	4,400	4,400	4,400	4,400
Third Year	Supply Totals	64,924	70,271	72,035	73,506	73,506
	Demand Totals	60,424	65,771	67,535	69,006	69,006
	Difference	4,500	4,500	4,500	4,500	4,500
Fourth Year	Supply Totals	57,077	61,774	63,323	64,615	64,615
	Demand Totals	53,077	57,774	59,323	60,615	60,615
	Difference	4,000	4,000	4,000	4,000	4,000
Fifth Year	Supply Totals	46,852	50,707	51,978	53,038	53,038
	Demand Totals	43,552	47,407	48,678	49,738	49,738
	Difference	3,300	3,300	3,300	3,300	3,300

Source: CVWD 2021.

Groundwater Supply

As discussed above, the CVWD receives groundwater from the Chino Basin and the Cucamonga Basin. The project site overlies the Chino Basin. As of 2021, a majority of groundwater is pumped for municipal and agricultural purposes, and the remaining is pumped by non-agricultural parties. There are approximately 376 active production wells in the Chino Basin. Groundwater from the Chino Basin has historically accounted for approximately 34 percent of the CVWD's total water supply (Dudek 2023) (Appendix K). The Chino Subbasin is not critically overdrafted, meaning the groundwater demand does not exceed the subbasin's sustainable recharge (DWR 2024). Further discussion regarding groundwater is provided in Section 3.9, "Hydrology and Water Quality".

WASTEWATER AND STORMWATER

Wastewater

Wastewater conveyance (pipes and pump stations) is handled by the CVWD, and wastewater is processed by the CVWD and the IEUA. Wastewater generated within the CVWD's service area is collected and then treated outside its service area by the IEUA. IEUA provides sewage utility service throughout its 242 square mile service area, which includes the CVWD. The CVWD is one of the seven agencies contracted with the IEUA for wastewater collection, treatment, and disposal.

As of 2021, the CVWD 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 n.d.). The CVWD's local sewers tie into the 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 CVWD sewer system maintains approximately 37,600 sewer connections and conveys an average of 12.5 million gallons per day (MGD). The CVWD services over 40.6 square miles within Rancho Cucamonga and portions of the City of Upland, the City of Ontario, and unincorporated San Bernardino County (Rancho Cucamonga 2021). CVWD oversees the facilities and infrastructure that transport wastewater to treatment plants operated by the IEUA. The CVWD is composed of six independent sewer sheds which connect separately to the IEUA:

- Sewer Shed 1: located west boundary of the city and conveyed to Reclamation Plant No. 1
- Sewer Shed 2: located in the central portion of the city and conveyed to Reclamation Plant No. 1
- Sewer Shed 3: located on the northeast central portion of the city boundary and conveyed to Reclamation Plant No. 4
- Sewer Shed 4: located on the northeast corner of the city boundary and conveyed to Reclamation Plant No. 4
- Sewer Shed 5: located on the central eastern boundary of the city and conveyed to Reclamation Plant No. 4
- Sewer Shed 6: located in the southern portion of the city and conveyed to Reclamation Plant No. 1

According to the CVWD 2020 Urban Water Management Plan, at IEUA treatment plants, wastewater is subject to tertiary-level water treatment, an advanced process that produces effluent suitable for re-use. The water produced at IEUA is for either non-potable uses (such as landscaping or industrial uses) or the treated wastewater is disposed of. The regional sewer lines deliver wastewater to RP-1 and RP-4 for treatment. As of 2021, RP-1 has a wastewater capacity of 44 million gallons per day (MGD), RP-4 has a wastewater capacity of 14 MGD, RP-5 has a wastewater capacity of 15 MGD, and CCWRF has a wastewater capacity of approximately 9.5 MGD. Currently within the CVWD, the total estimated amount of wastewater collected is approximately 60 gallons of wastewater per person per day or approximately 11.9 MGD for the entire service area (CVWD 2021).

The project site lies along the southeastern edge of the CVWD's service boundary and within Sewer Shed 6. Sewer lines within Sewer Shed 6 would deliver the project's wastewater to RP-1, which would service the project site. Wastewater that is generated by CVWD customers is transported through the collection system and is sent to IEUA Wastewater Treatment facilities to be processed into recycled water. In 2020, recycled water made up approximately two to three percent of CVWD overall water supply and 2,000 AFY was used annually for direct use while 4,000 AFY was used as groundwater recharge (Rancho Cucamonga 2021). The CVWD plans on recycled water making up approximately 10 percent of the CVWD's overall water supply (See Table 3.14-2).

Stormwater

The project site is generally divided into two distinct drainage basins. The eastern portion of the site drains southeasterly, while the western portion of the site drains southwesterly. Both discharge points are along the southern property line. The project site is subject to stormwater run-on from an offsite area of approximately 65 acres, which drains from the north. There is an existing concrete channel, bisecting the westerly portion of the site. The northwestern portion of the project site sheet flows to the channel, which continues southerly to a neighboring property. The eastern drainage basin drains southerly via surface flow and an existing 30-inch pipe. The pipe accepts runoff from the center portion of the project site, and discharges to an offsite grass lot. The easterly portion of the project site drains to the grass lot via surface flow. There is an existing 42-inch pipe in the grass lot that picks up these flows, in addition to offsite flows from Etiwanda Avenue and other adjacent lots. The 42-inch storm drain lateral connects to the Etiwanda Avenue storm drain, then drains to Etiwanda Creek and, ultimately, the Pacific Ocean. The southwest portion of the project site and a small southerly portion east of the concrete channel drain south to an adjacent property.

ELECTRICITY AND TELECOMMUNICATIONS

Rancho Cucamonga Municipal Utility

The Rancho Cucamonga Municipal Utility (RCMU) provides electricity to over 2,000 metered businesses and residents in the southeastern portion of the City of Rancho Cucamonga, including the project area. RCMU is committed to increased use of renewable energy resources and sustainable practices that help reduce environmental impacts in Rancho Cucamonga. RCMU is also committed to helping its customers conserve energy through a variety of rebates and incentive programs.

Frontier and Charter Communication

Communication services, including telephone, video, data, and high-speed internet services, in the City of Rancho Cucamonga are provided by Charter and Frontier Communications. Communication services for the project site would be provided by both Charter and Frontier Communications.

SOLID WASTE

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 industrials 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. Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF), located immediately southeast of the City at 13373 Napa Street in Fontana (City of Rancho Cucamonga 2021). The West Valley MRF provides waste transfer and materials processing for West San Bernardino Valley and has processing facilities for mixed recyclable sorting, green waste processing and composting, food waste processing and composting, construction/demolition waste processing, and processing. Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill located at 2390 North Alder Avenue in Rialto. As of 2021, Mid-Valley Landfill has a reported daily permitted capacity of 7,500 tons per day (tons/day), a remaining capacity of 61,219,377 cubic yards (cy), and an anticipated close date of 2045 (City of Rancho Cucamonga 2021).

3.14.3 Environmental Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

CEQA Guidelines Section 15155 requires preparation of a water supply assessment (WSA) when a project is of sufficient size to be defined as a "water-demand project" under the California Water Code. The proposed project is defined as a "water-demand project" under California Water Code, Section 10912(a)(5), due to the proposed project meeting definition requirements by being an industrial facility in excess of 650,000 square feet of floor area. The analysis of water supply is based on information included in the Water Supply Assessment for the Arrow Route Commerce Center Project (Dudek 2023) (Appendix K) and the CVWD's 2020 UWMP. Analysis of wastewater treatment and wastewater conveyance, and potable water conveyance is based on information included in the WSA and the CVWD's 2020 UWMP. When feasible, quantitative estimates of proposed project demand are compared to the available capacity of utility systems that would serve the proposed project.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant utilities and service systems impact if it would:

- require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

- have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- 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;
- 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; and/or
- conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

The proposed new warehouse complex would include new and expanded utilities, such as sewer, domestic water, electrical power, and telecommunications. New and expanded utility infrastructure required to serve the proposed project would be installed within the project site and within public rights-of-way that abut the project site. The project's projected demand for water, wastewater treatment, storm water drainage, electrical power, and telecommunications would not exceed existing and future capacity of the utility providers that will serve the project site such that relocation or construction of new or expanded facilities would be required. Therefore, the proposed project would not require the construction or relocation of facilities that would cause significant environmental effects. This impact is **less than significant**.

The existing project site is vacant and includes utility infrastructure for water supply, wastewater, electricity, stormwater, and telecommunications associated with previous development on the project site. As part of the new warehouse complex, the proposed project would improve existing utility infrastructure and install new utilities as follows. A new 12-inch water main line and would be installed throughout the project site and connect to an existing water line at two locations within Etiwanda Avenue right-of-way: near the northwest corner of the project site, north of the existing at-grade railroad crossing, and south of the southeast corner of the project site, at the intersection of Etiwanda Avenue and 6th Street. Water lines and hydrants for fire service would also be installed on the project site. New 6-inch and 8-inch sewer lines and private sewer lift stations would be installed throughout the project site and connect to an existing sewer main line located within Etiwanda Avenue right-of-way. In addition, right-of-way for an existing Metropolitan Water District (MWD) water line runs east-to-west through the project site, just to the north of the project site's southern border. The water line is 152 inches in diameter and would remain in place as part of the proposed project.

Water Demand

Water supply, including potable water and recycled water, would be provided to the proposed project by CVWD as described in Section 3.14.2, "Environmental Setting." The existing and planned sources of water available through 2045 show the volumes of water expected to be available (see Table 3.14-2). In the event local surface water and/or imported water is limited, the CVWD has the flexibility to increase groundwater production from the Chino Basin (Dudek 2023) (Appendix K).

The proposed project's water demand includes potable uses associated with the warehouse buildings and the irrigation of landscaping. As shown in Table 3.14-6, the project's water demand was estimated by CVWD assuming an average daily demand of 2,000 gallons per day per acre for industrial projects (Dudek 2023). By multiplying the total acreage of the warehouse buildings and irrigated landscaping by the reference average daily water demand, the project would require an estimated 83.23 AFY (Table 3.14-6).

Table 3.14-6 Proposed Project Water Demand

Project Component	Square Footage (sf)	Acreage	Water Demand (gpd/acre)	Average Daily Demand (gpd)	Annual Demand (acre-feet)
Warehouse Buildings	1,214,131	27.87	2,000	55,740	62.44
Landscaping	404,248	9.28	2,000	18,560	20.79
			Total	74,300	83.23

Notes: gpd= gallons per day.

Source: Appendix K (Dudek 2023).

As stated in CVWD's 2020 UWMP, CVWD's projected water demand total would not exceed CVWD water supply and would have adequate water supplies to meet demand in its service area through 2045 in normal year, single dry year, and multiple dry year conditions. Additionally, as discussed in the WSA prepared for the proposed project, CVWD anticipates having adequate supply of water to meet the proposed project's water demand (Dudek 2023) (Appendix K). Therefore, the project would not exceed that existing capacity of CVWD's water system infrastructure such that it would require the construction or relocation of new or expanded infrastructure.

Wastewater

As described in Section 3.14.2, "Environmental Setting," regional sewer lines that serve the project site would deliver proposed project generated wastewater to RP-1, which has a wastewater treatment capacity of 44 MGD. Due to the project being located within CVWD service boundaries, wastewater produced by the project would be transported through the collection system to IEUA Wastewater Treatment facilities. Assuming wastewater flows are 80 percent of the water demand (Crites & Tchobanoglous 1998, cited in Lumos & Associates, Inc. 2023), the proposed project is expected to produce approximately 59,440 gpd, or 0.05 MGD, of wastewater.

As noted in the CVWD's 2020 UWMP, CVWD collects approximately 11.9 MGD for the entire service area, which is approximately 27 percent of the capacity of RP-1. The CVWD's 2015 UWMP summarized the IEUA's recycled water treatment plants average flow projections for 2015 to 2035. The 2015 UWMP projected that RP-1 would have a treatment plant flow of 30 MGD in 2025, 30.5 MGD in 2030, and 32 MGD in 2035 (CVWD 2016). With the CVWD's projected treatment plant flow of 32 MGD, as well as the proposed project's treatment plant flows of 0.05 MGD, RP-1 would receive a total estimated treatment plant flow of 32.05 MGD which is approximately 73 percent of capacity. The projected flows would not exceed RP-1's wastewater treatment capacity of 44 MGD. Therefore, the increase in the daily wastewater generated by the proposed project would not exceed the capacity of the existing wastewater treatment system such that it would require the construction of new or expanded wastewater infrastructure.

Stormwater

The existing project site is generally divided into two distinct drainage basins, with the eastern portion of the site draining southeasterly and the western portion of the site draining southwesterly. As discussed in Chapter 2, "Project Description", the drainage characteristics of the proposed project would remain similar to existing conditions. Most of the site would be impervious, with proposed impervious features, including five buildings, roadway improvements, truck yards, and parking improvements. The existing channel bisecting the westerly portion of the site would be replaced with a reinforced concrete box culvert (Line A) that would be constructed in the same approximate location as the existing, on-site channel (Chadwick Channel). The proposed culvert (Line A) would convey offsite flows from the north to an existing downstream channel. Line A would bisect the project into two areas with different outlets. Proposed buildings 3 and 4 west of new public street C would drain to a series of catch basins in the proposed truck yards. After being detained by intentionally undersized storm drains in the truck yard, low flows would be routed to underground CMP detention facilities and treated by proprietary biofiltration units, while high flows would continue easterly via proposed private storm drain systems and connect to Line A. Runoff from Line A, as well as un-detained flows from new public street C would discharge to the existing channel south of the project site.

Proposed buildings 1, 2, and 5 east of new public street C would ultimately drain to the existing 42" storm drain in Etiwanda Avenue. Runoff from Building 1 would drain into the northerly and southerly truck yards, where low flows

would be detained and treated, while high flows would continue easterly to connect to a proposed storm drain (Line B). Runoff from Building 2 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south, then west, to connect to Line B. The Line B storm drain would connect to the existing 42" storm drain in Etiwanda Avenue. Runoff from Building 5 and the northerly parking lot would drain to the eastern truck yard, where low flows would be detained and treated, while high flows would continue south to connect to another proposed storm drain (Line K). The Line K storm drain would connect to the existing 42" storm drain in Etiwanda Avenue. Un-detained runoff from portions of new public streets A and B is also tributary to the existing 42" storm drain in Etiwanda Avenue.

The post-project condition proposes onsite storm drain systems to collect onsite and offsite runoff, as well as low impact development (LID) proprietary Biofiltration best management practices (BMPs), and LID Self-Retaining BMPs which would be designed to provide water quality treatment and to reduce storm water discharge volume to mimic pre-project condition flow patterns. Structural LID BMPs and structural source control BMPs would be included in the proposed project. Drain inserts and hydrodynamic separators will serve as pre-treatment to the proposed LID BMPs. Infiltration of stormwater would not be included in the proposed project due to levels of contaminants present in the existing soil. Biofiltration BMPs would be included instead. Flows from these areas would be directed to solid underground CMP facilities to store the runoff volume, then routed to proprietary bioretention units for treatment. Modular wetlands would be selected for the biofiltration units. Approximately 6 acres of landscaping along the perimeters of the project site would not be routed to the LID BMPs because these areas would be self-treating. Project construction would be required to comply with any applicable development regulations, including the NPDES permit, SWPPP, and WQMP. Further impacts to stormwater are further discussed in Section 3.9, "Hydrology and Water Quality." The proposed new storm drain systems would increase the efficiency of the drainage infrastructure in the project area and would provide an updated conveyance system. The environmental effects of the stormwater improvements included in the proposed project are evaluated throughout this Draft EIR. The proposed project would not result in the relocation or construction of any additional stormwater infrastructure that would result in significant environmental effects.

Electricity

As described, the project site is located within the service territory of RCMU, which has reviewed the proposed project and determined that there is adequate electric service and facilities to meet the requirements of the project (Lyn, pers. comm., 2024). In addition, the environmental effects of installing on-site electrical lines and infrastructure are evaluated throughout this Draft EIR. The proposed project would not result in the relocation or construction of any additional electrical infrastructure. Therefore, the proposed project would not result in the construction or relocation of electrical infrastructure that would result in significant environmental effects.

Telecommunications

The project site was previously developed and includes telecommunications infrastructure. Future high speed fiber optic services through the City's Municipal Broadband Network can adequately meet the requirements of the proposed project (Lyn, pers. comm., 2024). The project site is within Frontier Communications service area. Frontier Communications is anticipated to have adequate service and facilities to meet the requirements of the project and would provide the project telephone, video, and data services for the project (Recinto, pers. comm., 2024). Therefore, impacts would not result in demand for telecommunication facilities such that it would require the construction of new or expanded telecommunications infrastructure, the construction of which could result in significant environmental effects.

Summary

The proposed project's demand for water supply, wastewater, stormwater, electricity, and telecommunications would be served by a combination of existing, relocated, and new utility improvements that would occur on-site and in rights-of-way abutting the project site.

The proposed project would not exceed existing and future capacity of the utility providers that will serve the project site such that relocation or construction of new or expanded facilities would be required. Therefore, the proposed project would not require the relocation or construction of any additional facilities that would result in significant

environmental effects, as discussed and analyzed throughout this Draft EIR. The proposed project's demand for water, wastewater treatment, stormwater facilities, and telecommunications services would not result in the relocation, expansion, or construction of new utility infrastructure. This impact is **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

The proposed new warehouse complex's projected water demand would not exceed available supplies from CVWD during normal, single dry, and multiple dry year scenarios. Thus, CVWD has sufficient available water supplies to serve the project's water demands during normal year, single dry year, and multiple dry year scenarios. This impact is **less than significant**.

The projected water demand for the proposed new warehouse complex was estimated in the WSA completed for the project by multiplying the total acreage of the warehouse buildings and irrigated landscaping by the widely used average daily demand of 2,000 gpd per acre for industrial projects. Using this formula, the WSA projected that the project would produce an estimated water demand of 83 AFY (see Table 3.14-6). Proposed project operations are anticipated to commence in 2026.

The CVWD anticipates an excess water supply of 3,917 AFY for a normal year scenario (Table 3.14-7), 3,817 AFY for a single dry year scenario (Table 3.14-8), and an excess water supply ranging from 3,217 to 4,417 AFY for a multiple dry year scenario through the year 2045 (Table 3.14-9).

Table 3.14-7 Normal Year Supply and Project Demand Comparison

	Projected Water Supply and Demand (acre-feet)				
	2025	2030	2035	2040	2045
CVWD Supply Total	57,369	62,092	63,650	64,949	64,949
CVWD Demand Total	53,369	58,092	59,650	60,949	60,949
Project Water Demand	83	83	83	83	83
Difference	**3,917**	**3,917**	**3,917**	**3,917**	**3,917**

Source: Appendix K (Dudek 2023).

Table 3.14-8 Single Dry Year Supply and Project Demand Comparison

	Projected Water Supply and Demand (acre-feet)				
	2025	2030	2035	2040	2045
CVWD Supply Total	55,999	60,610	62,131	63,399	63,399
CVWD Demand Total	52,099	56,710	58,231	59,499	59,499
Project Water Demand	83	83	83	83	83
Difference	**3,817**	**3,817**	**3,817**	**3,817**	**3,817**

Source: Appendix K (Dudek 2023).

Table 3.14-9 Multiple Dry Year Supply and Project Demand Comparison

		Projected Water Supply and Demand (acre-feet)				
		2025	2030	2035	2040	2045
First Year	CVWD Supply Totals	60,708	65,708	67,358	68,733	68,733
	CVWD Demand Totals	56,508	61,508	63,158	64,533	64,533
	Project Water Demand	83	83	83	83	83
	Difference	**4,117**	**4,117**	**4,117**	**4,117**	**4,117**
Second Year	CVWD Supply Totals	63,297	68,509	70,229	71,662	71,662
	CVWD Demand Totals	58,897	64,109	65,829	67,262	67,262
	Project Water Demand	83	83	83	83	83
	Difference	**4,317**	**4,317**	**4,317**	**4,317**	**4,317**
Third Year	CVWD Supply Totals	64,924	70,271	72,035	73,506	73,506
	CVWD Demand Totals	60,424	65,771	67,535	69,006	69,006
	Project Water Demand	83	83	83	83	83
	Difference	**4,417**	**4,417**	**4,417**	**4,417**	**4,417**
Fourth Year	CVWD Supply Totals	57,077	61,774	63,323	64,615	64,615
	CVWD Demand Totals	53,077	57,774	59,323	60,615	60,615
	Project Water Demand	83	83	83	83	83
	Difference	**3,917**	**3,917**	**3,917**	**3,917**	**3,917**
Fifth Year	CVWD Supply Totals	46,852	50,707	51,978	53,038	53,038
	CVWD Demand Totals	43,552	47,407	48,678	49,738	49,738
	Project Water Demand	83	83	83	83	83
	Difference	**3,217**	**3,217**	**3,217**	**3,217**	**3,217**

Source: Dudek 2023 (Appendix K).

The proposed total water demand of 108 AFY would not exceed the CVWD's projected water demands, as a surplus of water supply would remain throughout normal, single dry, and multiple dry years. In addition, the proposed project would comply with General Plan Policy, RC-2.5, which would require the use of cost effective and water conservation and efficiency methods and measures to conserve water. Therefore, with implementation of the proposed project, the CVWD would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, single dry, and multiple dry year scenarios. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-3: Result in a Determination by the Wastewater Treatment Provider Which Serves or May Serve the Project Determined that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

The proposed new warehouse complex would require wastewater treatment service. The project's projected wastewater demand would not exceed the existing and future capacity of the wastewater treatment providers that would serve the project site. This impact is **less than significant**.

As described in Impact 3.14-1, wastewater conveyance is handled by the CVWD and is treated at IEUA Wastewater Treatment facilities to be processed into recycled water. Regional sewer lines within the CVWD's service area that would serve the proposed project would deliver wastewater to RP-1 for treatment, which has a capacity of 44 MGD. According to the CVWD's 2020 UWMP, the CVWD collects approximately 11.9 MGD for the entire service area, which is within RP-1's capacity. The CVWD's 2015 UWMP summarized the IEUA's recycled water treatment plants average flow projections for 2015 to 2035. The 2015 UWMP projected that RP-1 would have a treatment plant flow of 30 MGD in 2025, 30.5 MGD in 2030, and 32 MGD in 2035. The proposed project is expected to produce approximately 59,440 gpd, or 0.05 MGD. With the CVWD's projected treatment plant flow of 30 MGD, as well as the proposed project's treatment plant flows of 0.05 MGD, RP-1 would receive a total estimated treatment plant flow of 30.05 MGD. The projected flows would not exceed RP-1's wastewater capacity and would leave RP-1 with more than adequate capacity to treat proposed project wastewater generation. Therefore, wastewater treatment providers have adequate capacity to serve the demand of the proposed project and their existing commitments. This impact is **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals

The construction and operation of the proposed warehouse complex would generate solid waste that would be sent to landfills and other waste processing facilities. The total and daily amount of construction waste, and daily waste generated during operations, would not exceed the capacity of receiving landfills and waste processing facilities. Therefore, the proposed project would not generate solid waste in excess of State or local standards, the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. This impact is **less than significant**.

Per Section 8.17 in the Rancho Cucamonga Municipal Code, which assigns a solid waste enterprise to customers for collection services, solid waste generated by the project would be collected and handled by Burrtec. Based on industry standard practices, the project applicant estimates that the project would generate up to three pounds of construction waste per square foot of building area. With approximately 1,214,131 square feet of building area, the proposed project would result in approximately 1,821 tons of waste generated during construction of the proposed project. Assuming construction would take place six days per week over the estimated 18 month construction duration (468 days), the proposed project would generate, on average, approximately 3.9 tons/day of construction waste.

During operations, the proposed project would accommodate approximately 934 employees daily. Using a solid waste generation rate of 8.93 pounds per employee per day sourced from the City of Los Angeles CEQA Thresholds Guide for an industrial project, the proposed project would generate approximately 8,341 pounds per day or 4.2 tons/day (CalRecycle n.d.).

The West Valley MRF located in Fontana would provide waste transfer and materials processing for proposed project generated construction waste and would also provide processing facilities for mixed recyclable sorting, green waste processing and composting, food waste processing and composting, construction/demolition waste processing, and processing. West Valley MRF large volume transfer/processing facility has a permitted capacity of 7,500 tons/day (CalRecycle 2024a).

Additionally permitted non-hazardous concrete/soil waste produced during construction of the project would be sent and disposed of at Soil Safe, a contaminated soil transfer/processing facility located in Adelanto, approximately 33 miles northeast of the project site. Soil Safe is permitted to receive a maximum of 5,000 tons/day, and 1,680 tons/day of soil processed through the recycling unit (CalRecycle 2024b).

Solid waste generated by construction and operation of the proposed project that is not diverted for recycling or other processing would be primarily disposed of at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill. Mid-Valley Landfill has a daily permitted capacity of 7,500 tons/day, a remaining capacity of 61,219,377 cy, with an anticipated closure date of 2045.

The estimated 3.9 tons/day of waste generated by construction of the proposed project and 4.2 tons/day generated during operations of the proposed project would not exceed the capacity of the West Valley MRF (7,500 tons/day), Soil Safe (receive maximum 5,000 tons/day; process 1,680 tons/day of soil through recycling unit), and Mid-Valley Landfall (7,500 tons/day). Additionally, proposed project compliance with Rancho Cucamonga Municipal Code Section 8.17, the Integrated Waste Management Act, CALGreen Building Code Standards, and General Plan Policies PR-6.1 and PR-6.2 would reduce the amount of solid waste generated by the project's construction activities being sent to the landfill, ultimately reducing the project's contribution to the Mid-Valley Landfill's daily capacity (see discussion in Impact 3.14-5). Therefore, the proposed project would not generate solid waste in excess of State or local standards or the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.14-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

The proposed project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the Integrated Waste Management Act and the solid waste policies of the Rancho Cucamonga General Plan. Therefore, this impact is **less than significant**.

The proposed project would comply with applicable local, state and federal regulations regarding solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Rancho Cucamonga General Plan. Rancho Cucamonga Municipal Code Section 8.17 provides policies and regulation regarding solid waste handling by both customers and collectors. The Integrated Waste Management Act requires businesses that generate 4 cy or more of commercial solid waste per week to arrange for recycling services. The Integrated Waste Management Act also requires businesses that generate 8 cy of organic waste per week to arrange for organic waste recycling services. The proposed project would comply with the CALGreen Building Code Standards, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Additionally, any organic waste generated in amounts over a certain threshold would be recycled in accordance with AB 1826. General Plan Policies PF-6.1 and PF-6.2 encourage recycling and organics collection and processing as well as consulting with public agencies and private contractors to ensure adequate organics processing facilities are available would be required for the project to comply with.

As described in Section 3.8, "Hazards and Hazardous Materials", construction of the proposed project would involve the transport, use, storage, and disposal of hazardous materials, as well as operational activities of the proposed project may involving the warehousing and distribution of chemical and materials for industrial and commercial uses. The project would be required to comply with Cal/OSHA and the SWRCB Construction General Permit to minimize the potential risk of a spill or accidental release of hazardous materials through routine disposal during proposed project construction activities and operations. Contaminated soil/materials from the project would be disposed of at one of the following locations

- Chemical Waste Management in Kettleman City, CA, handles the disposal of concrete and soil impacted with less than 50 milligrams per kilogram of polychlorinated biphenyls (PCBs). This site is an Environmental Protection Agency (EPA) approved chemical waste landfill for PCB-impacted material disposal.
- Clean Harbors Aragonite, LLC, located in Grantsville, Utah. This site decontaminates materials generated during sampling of PCB-impacted materials and is also an EPA-approved incinerator for PCB-impacted materials.

The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, this impact is **less than significant.**

Mitigation Measures

No mitigation is required for this impact.

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4 CUMULATIVE IMPACTS

4.1 INTRODUCTION TO THE CUMULATIVE ANALYSIS

This draft environmental impact report (Draft EIR) provides an analysis of cumulative impacts of the proposed project taken together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. The goal of such an exercise is twofold: first, to determine whether the overall long-term impacts of all such projects would be cumulatively significant; and second, to determine whether the incremental contribution to any such cumulatively significant impacts by the project would be "cumulatively considerable" (and thus significant) (See State CEQA Guidelines Sections 15130[a]–[b], Section 15355[b], Section 15064[h], and Section 15065[c].)

Cumulative impacts are defined in State CEQA Guidelines Section 15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (State CEQA Guidelines Section 15355[b]).

Consistent with State CEQA Guidelines Section 15130, the discussion of cumulative impacts in this Draft EIR focuses on significant and potentially significant cumulative impacts. Section 15130(b) of the State CEQA Guidelines provides, in part, the following:

> [t]he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

4.2 CUMULATIVE SETTING

4.2.1 Geographic Scope

The geographic area that could be affected by the proposed project and is appropriate for a cumulative impact analysis varies depending on the environmental resource topic (Table 4-1).

Table 4-1 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Aesthetics	Areas surrounding the project site and from which the project site is visible
Air Quality	South Coast Air Basin (all of Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties)
Archaeological, Historical, and Tribal Cultural Resources	Ranges from local to regional depending on the specific cultural or tribal cultural resource
Biological Resources	City of Rancho Cucamonga
Energy	Service area of Rancho Cucamonga Municipal Utility for electricity; Statewide for transportation fuels (e.g., gasoline or diesel)

Resource Topic	Geographic Area
Geology and Soils	City of Rancho Cucamonga (primarily localized) for geology and soils; San Bernardino County for unique paleontological resources and unique geologic features
Greenhouse Gas Emissions and Climate Change	California/Global
Hazards and Hazardous Materials	Localized for hazardous materials; regional for wildland fires
Hydrology and Water Quality	Chino Hydrologic Subarea for surface water and drainage; Chino Subbasin for groundwater
Land Use and Planning	City of Rancho Cucamonga
Noise and Vibration	Surrounding area around project site
Public Services	Service areas of Rancho Cucamonga Fire Protection District and San Bernardino County Sheriff's Department
Transportation/Traffic	Within 30 miles of the project site
Utilities and Service Systems	Service areas of the Cucamonga Valley Water District; Rancho Cucamonga Municipal Utility; Inland Empire Utilities Agency; Frontier Communications; and San Bernardino County (solid waste)

Source: Compiled by Ascent in 2024.

4.2.2 Cumulative Projects

This analysis considers the impacts of the proposed project in combination with potential environmental effects of other projects in the project area. "Other projects," also referred to as "cumulative projects," includes recently completed projects, projects currently under construction, and future projects currently in development within the City of Rancho Cucamonga. In total, there are 59 cumulative projects totaling approximately 5,804 residential units, 179,315 square feet (sf) of commercial development, and 7,962,958 sf of industrial development (Table 4-2).

Table 4-2 Cumulative Project List (City of Rancho Cucamonga)

No.	Application Number	Location	Description	Residential (units)	Commercial (sf)	Industrial (sf)	Status
1	DRC2023-00131	Northwest corner Arrow Route and Manola Place	18 condominium units	18	n/a	n/a	In review
2	DRC2023-00111	8631 Arrow Route	6 single-family residences	6	n/a	n/a	In review
3	DRC2022-00354	Northeast corner of Foothill Boulevard and Lion Street	141 Apartments with 12 (11%) very-low-income units	141	n/a	n/a	In review
4	DRC2022-00275	Southeast corner of Day Creek and Cultural Center Drive (Victoria Gardens)	385 residential apartments	385	n/a	n/a	Deemed complete
5	DRC2020-00360	Base Line / Roberds	Remodel/repurpose existing packing house into a brewery with a tasting room	n/a	15,000	n/a	In review
6	DRC2019-00742	Southwest corner of 9th Street and Vineyard Avenue	Industrial complex comprised of 3 buildings on vacant land	n/a	n/a	1,037,467	Deemed complete
7	DRC2018-00946	Southwest corner of Hickory and Arrow	33,067 sf warehouse	n/a	n/a	33,067	Under construction
8	DRC2022-00156	13045 Whittram	New spec industrial ~86,000 sf of industrial with 3,000 feet of office	n/a	n/a	86,194	Deemed complete
9	DRC2021-00187	Northern terminus of Wardman Bullock Road	Construction of 8 buildings tolling 93,000 sf	n/a	n/a	93,000	Plan check
10	DRC2017-00654	Southwest corner of Haven Avenue and 26th Street	207 multi-family units and 14,3000 sf of commercial on 5.21-acres.	207	14,300	n/a	Other
11	DRC2019-00371	8281 Utica	12,000 sf office building	n/a	12,000	n/a	Plan check
12	DRC2021-00485	12343 Arrow Route	Arrow Commerce Center project	n/a	n/a	1,830,729	In review
13	DRC2022-00101	12459 Arrow Route	Newcastle Arrow Route project	n/a	n/a	334,729	In review
14	DRC2022-00162	Southeast corner Foothill and Elm	385-unit mixed use	385	6,216	n/a	In review
15	DRC2022-00280	Northeast corner Foothill and Etiwanda	367-unit mixed use apartments	360	7,300	n/a	In review
16	DRC2022-00301	9910 6th Street	Demolish existing structures and construct two industrial buildings totaling 74,387 sf	n/a	n/a	74,387	Other
17	DRC2022-00209	Northeast corner of 4th Street and Hermosa Avenue	Construct two industrial buildings totaling 91,369 sf	n/a	n/a	91,369	DRC scheduled

No.	Application Number	Location	Description	Residential (units)	Commercial (sf)	Industrial (sf)	Status
18	DRC2023-00067	Northwest corner of Haven Avenue and 6th Street	Demolish several structures and contract a 710,270 sf warehouse/manufacturing/office campus	n/a	n/a	710,270	In review
19	DRC2022-00054	Northwest corner of Foothill Boulevard and Etiwanda Avenue	327-unit mixed use apartments with 7,500 sf of commercial	328	7,650	n/a	Other
20	DRC2023-00154	Northwest corner Spruce and Red Oak	176 apartments with 5,670 of non-residential	176	5,670	n/a	In review
21	SUBTT20264	6737 East Avenue	12 single-family residences	12	n/a	n/a	Deemed complete
22	SUBTT20566	Southeast corner Etiwanda and Highland	22 single-family residences	22	n/a	n/a	Under construction
23	DRC2020-00440	6929 Hellman Avenue	6 single-family residences	6	n/a	n/a	Under construction
24	DRC2019-00674	North of the 210, east of East Avenue at the Easterly extension of Wilshire Dr. and Copley Dr.	10 single-family residences	10	n/a	n/a	Under construction
25	DRC2020-00139	6157 East Avenue	17 single-family residences	17	n/a	n/a	Plan check
26	DRC2021-00120	Northeast corner of Foothill Boulevard and Hermosa Avenue	182-unit mixed-use apartments	185	3,970	2,019	Constructed
27	DRC2018-00529	Southeast corner of Foothill Boulevard and Etiwanda Avenue	Mixed use development with 259 residential units, 2 commercial units totaling 2,253 sf, and 1 live/work unit with 816 of sf of non-residential space	260	3,069	n/a	Under construction
28	DRC2018-00912	Southwest corner of Daycreek Boulevard. and Baseline Road	392 residential units, 71 room hotel, and 21,627 sf of commercial space	392	21,627	n/a	Constructed
29	DRC2016-00450	Northwest corner of Foothill Boulevard and Milliken Avenue	Construct 671 apartments and 20,841 sf of commercial space	671	20,841	n/a	Plan check
30	DRC2020-00164	South side of 6th Street, East side of Resort Parkway	Construct 867 apartments and 5,000 sf of live/work commercial space	867	5,000	n/a	Under construction
31	SUBTT20440	9866 7th Street	124,000 and 74,000 sf buildings	n/a	n/a	198,000	Constructed
32	DRC2017-00925	9th and Vineyard	3 industrial buildings, 235,534 sf	n/a	n/a	235,534	Constructed
33	DRC2019-00766	Northeast corner of Arrow and Rochester	49,745 sf warehouse	n/a	n/a	49,745	Plan check

No.	Application Number	Location	Description	Residential (units)	Commercial (sf)	Industrial (sf)	Status
34	DRC2019-00558	Northwest corner of Jersey Boulevard. and Milliken Avenue	143,014 sf industrial warehouse	n/a	n/a	143,014	Plan check
35	SUBTT20353	The Resort	296 multi-family development	296	n/a	n/a	Other
36	DRC2020-00177	North of Napa Street, east of Etiwanda Avenue	Two buildings totaling 651,000 sf	n/a	n/a	651,000	Plan check
37	DRC2020-00202	12434 4th Street	Bridge Point Rancho Cucamonga Project	n/a	n/a	2,200,000	In review
38	DRC2018-00430	8th and Vineyard	25,399 sf industrial building.	n/a	n/a	25,399	Approved
39	DRC2019-00850	Southeast corner of Foothill and Haven Avenue	302 unit mixed use development	311	1,6000	n/a	Approved
40	DRC2018-00770	West Side of East Avenue North of Foothill	133 unit mixed use project	131	1,500	n/a	Under construction
41	DRC2014-01130	Northwest corner of Foothill and East	193 Unit Mixed Use Development with 3,246 sf of Commercial	193	3,246	n/a	Under construction
42	DRC2021-00166	8821 Etiwanda	21,211 sf industrial building	n/a	n/a	21,221	Plan check
43	DRC2019-00590	East Side of Peacan, South of Arrow	104,269 sf industrial building	n/a	n/a	104,269	Under construction
44	DRC2021-00018	South side of Banyan and west of Etiwanda	9 single-family residences	9	n/a	n/a	Plan check
45	DRC2022-00189	Southwest corner Foothill and Vineyard	158-unit mixed use apartments	158	n/a	n/a	Plan check
46	DRC2020-00026	9150 Hyssop Drive	23,380 sf commercial warehouse building	0	0	23,380	Under construction
47	DRC2021-00200	Southwest corner Haven and Arrow	Mixed use project with 248 units, 23,750 sf ground floor commercial	248	23,750	n/a	Plan check
48	DRC2019-00651	12550 Arrow Route	New industrial building 16,000 sf, with 3,000 sf office space for air liquid production/manufacturing	n/a	n/a	18,165	Other
49	DRC2020-00248	10943 Stallion Way	New Custom Home	1	n/a	n/a	In review
50	DRC2022-00186	10940 Stallion Way	New Custom Home	1	n/a	n/a	In review
51	DRC2022-00330	6155 Klussman Avenue	New Single-Family Residence	1	n/a	n/a	In review
52	DRC2022-00292	10842 Carriage Drive	New construction of 8,523 sf Single-Family Residence with an attached 1,970 sf 6-car garage	1	n/a	n/a	Incomplete

No.	Application Number	Location	Description	Residential (units)	Commercial (sf)	Industrial (sf)	Status
53	DRC2022-00346	9025 Balsa Street	New custom home	1	n/a	n/a	In review
54	DRC2023-00001	12974 Banyan Street	New custom single-family residence ~5,000 sf	1	n/a	n/a	Incomplete
55	DRC2023-00084	11022 Ranch Drive	New custom single-family residence ~7,953 sf	1	n/a	n/a	In review
56	DRC2023-00117	11003 Deer Canyon	New custom home	1	n/a	n/a	Not available
57	DRC2021-00253	13361 Banyan Street	New custom home with attached accessory dwelling unit	1	n/a	n/a	Approved
58	DRC2022-00236	7450 Scott Lane	New custom single-family residence ~2,767 sf	1	n/a	n/a	Approved
59	DRC2020-00432	Town Center Drive / Terra Vista Parkway	Construction of a new 2-story fire station for Rancho Cucamonga Fire Protection District	0	12,176	n/a	Under construction
			Cumulative Project Totals, City of Rancho Cucamonga	**5,804 units, residential**	**179,315 sf, commercial**	**7,962,958 sf, industrial**	**n/a**

Notes: DRC = design review committee; SUBTT = subdivision tentative tract map; sf = square feet; n/a = not applicable.

Source: Compiled by Fehr & Peers in January 2024.

4.2.3 Growth Projections

In addition to the list of cumulative projects identified in Table 4-2, this Draft EIR also uses regional projections for population, employment, and household growth from 2020 to 2050 (2022 to 2050 for households) to evaluate cumulative environmental effects for topics with a geographic scope that extends beyond the city (Table 4-3). These projections are from the adopted Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2024).

Table 4-3 Regional Growth Projections (Los Angeles, Orange, Riverside, and San Bernardino Counties)

Type of Growth	County	2020	2050	Increase
Population	Los Angeles	10,018,000	10,793,000	775,000
	Orange	3,188,000	3,439,000	251,000
	Riverside	2,418,000	2,992,000	574,000
	San Bernardino	2,182,000	2,623,000	441,000
	Total	**17,806,000**	**19,847,000**	**2,041,000**
Employment	**County**	**2020**	**2050**	**Increase**
	Los Angeles	3,423,000	4,155,000	732,000
	Orange	1,080,000	1,253,000	173,000
	Riverside	763,000	1,062,000	299,000
	San Bernardino	668,000	953,000	285,000
	Total	**5,934,000**	**7,423,000**	**1,489,000**
Households	**County**	**2022**	**2050**	**Increase**
	Los Angeles	4,942,000	5,461,000	519,000
	Orange	1,806,000	2,019,000	213,000
	Riverside	897,000	1,185,000	288,000
	San Bernardino	856,000	1,145,000	289,000
	Total	**8,501,000**	**9,810,000**	**1,309,000**

Source: Connect SoCal 2024 RTP/SCS, Demographics and Growth Forecast Technical Report, Table 12; SCAG 2024.

4.3 ANALYSIS OF CUMULATIVE IMPACTS

The following sections contain a discussion of the cumulative effects anticipated from implementation of the proposed project, together with past, present, and probable future projects, for each of the environmental topics evaluated in Chapter 3 of this Draft EIR. The analysis conforms with Section 15130(b) of the State CEQA Guidelines, which specifies that the "discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact."

For purposes of this Draft EIR, the proposed project would result in a significant cumulative effect if:

- the cumulative effects of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the proposed project is substantial enough, when added to the cumulative effects of related projects, to result in a new cumulatively significant impact; or

- the cumulative effects of related projects (past, current, and probable future projects) are already significant and implementation of the proposed project makes a considerable contribution to the effect. The standards used herein to determine a considerable contribution are that either the impact must be substantial or must exceed an established threshold of significance.

This cumulative analysis does not include a cumulative analysis of the Appendix G thresholds that did not warrant a detailed analysis within this EIR (i.e., those listed under the "Issues Not Discussed Further" section) and assumes that all mitigation measures identified in Chapter 3 to mitigate the proposed project's impacts are adopted and implemented. The analysis herein analyzes whether, after implementation of project-specific mitigation measures that avoid or substantially lessen environmental effects, the residual impacts of the proposed project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the proposed project) cumulatively significant effects. Because mitigation measures for the project's contributions to cumulatively significant impacts would not be different than the project-specific mitigation measures identified in Chapter 3 of this Draft EIR, no additional mitigation is recommended in this section.

The potential for projects to have a cumulative impact depends on both geographic location and project schedule. Cumulative projects considered in this analysis include those that have recently been completed, are currently being implemented, or are in the planning stages. However, for probable future projects, schedules are often broadly estimated and are subject to change. Although the timing of the probable future projects is likely to fluctuate because of schedule changes or other unknown factors, this analysis of cumulative impacts assumes these projects would be implemented concurrently with implementation of the proposed project.

4.3.1 Aesthetics

Cumulative Impact 4.3.1-1: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

The geographic scope for evaluating cumulative aesthetics impacts related to scenic quality includes the includes areas surrounding the project site as well as surrounding areas with views to and from the project site. A significant cumulative aesthetic impact related to scenic quality could occur if the addition of cumulative projects, in combination with the proposed project, do not comply with applicable regulations governing scenic quality and thus, create adverse aesthetic effects.

The cumulative study area is characterized as highly developed and urbanized, with existing views of industrial land uses. As described in Section 4.2.2, 59 cumulative projects have been identified within the city in addition to the proposed project. These cumulative projects include two industrial projects proposed in close proximity to the project site. An approximately 334,729 sf warehouse/distribution building is proposed approximately 950 feet north of the project site and an approximately 1,830,729 sf warehouse complex is proposed along the northern edge of the project site. These projects would have potential to contribute to cumulative aesthetics effects in combination with the proposed project because these projects would be perceived within the same viewshed. However, cumulative projects within the city would be required to be consistent with the development standards and requirements established in the City's General Plan and Rancho Cucamonga Municipal Code (RCMC) and would undergo the City's planning review and approval process. If projects are not consistent with the City's established development standards and requirements, project applicants would be required to obtain the necessary approvals and/or permits from the City to rectify such inconsistencies.

Specifically, the two cumulative warehouse/distribution projects would be required to be consistent with the development standards for industrial zones and consistent with the industrial character of the surrounding area, similar to the proposed project. Each project would undergo discretionary review and evaluation under CEQA to address potential impacts on visual resources and identify necessary mitigation measures, where appropriate. These projects would be evaluated for compliance with the City's development standards governing scenic quality for industrial zones, including requirements for site and building design, landscaping, screening, and lighting. Compliance with the City's development standards would be enforced as part of the design review and building permit process

and would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. Therefore, with enforcement of City regulations and requirements related to scenic quality, cumulative effects related to conflicting with applicable zoning and other regulations governing scenic quality are considered less than significant within the cumulative study area.

As described in Section 3.1, "Aesthetics," the proposed project would be consistent with the development standards for industrial zones, including requirements for site and building design, landscaping, screening, and lighting. In addition, the proposed project would be consistent with the City's General Plan policies governing the compatibility of new development and the protection and preservation of existing views. Compliance with the City's development standards, including approval of a conditional use permit (CUP) and master plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080, would be enforced as part of the design review and building permit process, which would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic. For the reasons stated above, the proposed project's incremental contribution to the less-than-significant cumulative impact related to conflicting with applicable zoning and other regulations governing scenic quality would not be cumulatively considerable.

Cumulative Impact 4.3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

The geographic scope for evaluating cumulative aesthetics impacts related to light and glare includes the includes areas surrounding the project site as well as surrounding areas with views to and from the project site. A significant cumulative impact related to light and glare could occur if cumulative projects, in combination with the proposed project, were to increase existing levels of light and/or glare above allowable levels established by the City.

Light and glare levels vary throughout the cumulative study area but are generally consistent with the typical urban and industrial environments, including lighting associated with buildings, wayfinding, streets, and vehicles. The City enforces standards (e.g., outdoor lighting requirements) to ensure that development complies with regulations governing lighting and glare. Similar to the proposed project, cumulative projects would be required to adhere to the City's lighting and building standards to minimize the potential for significant light and glare impacts. Therefore, cumulative effects related to light and glare are considered less than significant within the cumulative study area.

As described in Section 3.1, "Aesthetics," project construction and operation would introduce new sources of nighttime lighting that would be similar to existing light sources in the project vicinity. Project lighting would not be visible to light-sensitive receptors, such as residential uses, due to distance and intervening buildings and vegetation. In addition, the proposed project would not include highly reflective materials or surfaces that would create substantial new sources of glare. Therefore, the proposed project would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the surrounding area. For the reasons discussed above, the project's incremental contribution to the less-than-significant cumulative effects related to light and glare would not be cumulatively considerable.

4.3.2 Air Quality

The study area for analysis of cumulative effects on air quality is the South Coast Air Basin (Basin), which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The Basin experiences chronic exceedances of state and federal ambient air quality standards as a consequence of past and present projects and is subject to continued nonattainment status by reasonably foreseeable future projects. These nonattainment conditions within the region are considered cumulatively significant. SCAQMD rules, regulations, air quality plans, and thresholds have been established to achieve attainment of the NAAQS and CAAQS.

CEQA requires that a proposed project's contribution to a cumulative impact be examined within the context of the cumulative setting and that the examination accounts for new and planned similar and nearby projects. SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003). SCAQMD notes that while one insignificant project may not affect air quality, the cumulative effect of numerous smaller projects may affect air quality. This cumulative impact analysis considers the list of past, present, and probable future projects producing related impacts is provided in Table 4-2 as well as the growth projections from SCAG's Connect SoCal 2024 RTP/SCS.

Cumulative Impact 4.3.2-1: Conflict With or Obstruct Implementation of the Air Quality Management Plan

As discussed in Section 3.2, "Air Quality," the project is consistent with the AQMP because the project is consistent with the land use designations in the City's General Plan and the zoning in the City's municipal code. Because the AQMP accounts for projected growth in the South Coast Air Basin, cumulative development would not result in a cumulatively significant impact related to conflicts with the AQMP. Therefore, the incremental effects of the proposed project would not combine with the effects of cumulative projects to create a significant cumulative impact. The proposed project's incremental effects and the project's contributions to this air quality impact would not be cumulatively considerable.

Cumulative Impact 4.3.2-2: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Thresholds

The project would result in VOC emissions that would exceed SCAQMD mass regional construction thresholds before mitigation. Mitigation measure 3.2-2a would reduce VOC emissions during construction below SCAQMD mass regional construction thresholds. Similar to the proposed project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of these pollutants that would otherwise exceed the thresholds. When multiple construction projects take place concurrently with the proposed project, VOC emissions could exceed the regional construction-period thresholds, which is a cumulatively significant effect. Implementation of Mitigation Measures 3.2-2a would reduce the proposed project's incremental VOC emissions to less than cumulatively considerable because they would meet the regional construction-period threshold.

Cumulative development is likely to result in operational activities that would exceed the regional thresholds for one or more criteria air pollutants. Therefore, a cumulatively significant impact would occur. The project would result in VOC, NOx, and CO emissions that would exceed SCAQMD mass regional operational thresholds at the project level before mitigation. Mitigation measures 3.2-2b and 3.2-2c would reduce VOC, NOx, and CO emissions during operations below SCAQMD mass regional operational thresholds at the project level. Similar to the proposed project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of these pollutants that would otherwise exceed the thresholds. However, VOC operational emissions would not be mitigated below thresholds, and would represent a cumulatively considerable impact.

Cumulative Impact 4.3.2-3: Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Threshold

The project would result in emissions below LSTs thresholds during construction and operation. Similar to the proposed project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of these pollutants that would otherwise exceed the thresholds. When multiple construction projects take place concurrently with the proposed project, emissions could exceed the regional construction-period thresholds, which is a cumulatively significant effect. Because the proposed project's construction and operational emissions would not exceed the LST thresholds, its incremental effects would not be cumulatively considerable such that a more severe cumulatively significant impact would occur.

Cumulative Impact 4.3.2-4: Expose Sensitive Receptors to TAC Concentrations that Result in an Incremental Increase in Cancer Risk Greater than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater

The project would result in toxic air contaminant (TAC) emissions that would result in health risk at nearby residences that would exceed SCAQMD incremental health risk threshold before mitigation (refer to Table 3.2-17 in Section 3.2, "Air Quality"). Implementation of cumulative projects within the city would have the potential to generate TAC emissions that would combine with the TAC emissions of the proposed project to result in significant cumulative effects. The effects of TAC concentrations are typically localized to areas in the near vicinity of a project site and adjacent areas. However, two nearby cumulative projects – specifically, Arrow Commerce Center project (cumulative project #12) and Newcastle Arrow Route project (cumulative project #13) – are immediately adjacent to the proposed project site. The incremental effects of the proposed project would combine with the effects of these two cumulative projects to create potentially significant cumulative TAC impacts since these two projects would affect the same receptors as the proposed project. Mitigation measures 3.2-2b through 3.2-2d would reduce TAC emissions and associated health risk during operations below SCAQMD incremental health risk threshold at the project-level. Furthermore, similar to the proposed project, the Arrow Commerce Center project (cumulative project #12) and Newcastle Arrow Route project (cumulative project #13) would be required to incorporate similar mitigation related to TAC emissions, which, when considered collectively, would reduce the cumulative health risk below the appliable threshold. As such, a less-than-significant cumulative impact related to health risk would occur and the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Both the State and SCAQMD have developed guidance and rules to mitigate the cumulative effects projects in the Basin. For example, SCAQMD adopted the WAIRE program to reduce emissions of NOx and PM from warehouse uses in the region. Additionally, the California Attorney General's Bureau of Environmental Justice *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* document. Furthermore, the state recently adopted AB 98, which spells out various buffer and mitigation requirements for warehouses of all sizes, specifically targeting those larger warehouses that are near existing neighborhoods. Together, these rules and guidance documents will reduce the cumulative effects of warehouse and trucking uses in the region by facilitating the transition to cleaner and zero emissions equipment and trucks, working to ensure truck routes avoid residential areas, and there is adequate buffer between warehouses and sensitive areas such as homes, schools and parks. The proposed project, along with the two cumulative warehouse projects, meet the buffer distance requirements in each of these rules, as the closest nearby homes to any of these projects are over 2,000 feet away from the project boundary and more than that distance from loading bays. Therefore, the project, along with these cumulative projects, would be consistent with these rules aimed at reducing the cumulative effects of projects in the region. Therefore, the incremental effects of the proposed project would not combine with the effects of cumulative projects to create significant cumulative impact related to TAC emissions or other emissions including odors. The proposed project's incremental effects would not be cumulatively significant, and the project's contributions to these air quality impacts would not be cumulatively considerable such that new cumulatively significant impacts would occur.

Cumulative Impact 4.3.2-5: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Similar to TAC emissions, the effects of other emissions like odors are localized to the project site and adjacent areas. Therefore, the incremental effects of the proposed project would not combine with the effects of cumulative projects to create significant cumulative impact related to other emissions including odors. The proposed project's incremental effects would not be cumulatively significant, and the project's contributions to these air quality impacts would not be cumulatively considerable such that new cumulatively significant impacts would occur.

4.3.3 Archaeological, Historical, and Tribal Cultural Resources

Cumulative Impact 4.3.3-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

As stated in Table 4-1, the geographic scope for evaluating cumulative impacts to archaeological resources typically encompasses the region within which similar archaeological resources occur, which, in this case, is San Bernardino County. Multiple cumulative projects are proposed throughout the County, including the residential, commercial, and industrial projects listed in Table 4-2. Cumulative impacts to archaeological resources could occur if any of these projects, in conjunction with the proposed project, would have impacts on archaeological resources that, when considered together, would be significant.

While cumulative projects within the County are not anticipated to affect known archaeological resources, construction of cumulative projects have the potential to affect unknown archaeological resources during ground-disturbing construction activities, such as grading and trenching. While each cumulative project is required to incorporate industry best practices and/or mitigation measures related to the inadvertent discovery of archeological resources, when cumulative projects are considered together, a potentially significant cumulative impact could occur as such resources are unique and are nonrenewable members of finite classes, where adverse effects erode this finite resource. For this reason, cumulative effects to archaeological resources are considered significant within the County.

While no known unique archaeological resources are located within the boundaries of the project site, ground-disturbing construction activities have the potential to disturb or destroy buried, unknown archaeological resources in the event of an inadvertent discovery. However, the project site has been previously disturbed during the construction of the previous natural gas power plant as well as during the demolition of the plant after its decommissioning in 2018. Due to the high level of site disturbance, the potential to encounter unknown buried archaeological resources is considered low. Nevertheless, compliance with local, regional, and federal regulations would reduce project impacts on archaeological resources in the unlikely event of an inadvertent discovery. The proposed project would be required to comply with CEQA Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of Public Resources Code (PRC) Section 21083.2. In addition, the proposed project would implement Mitigation Measure 3.3-1, which would require construction to halt if in the event of an inadvertent discovery of archaeological resources during construction as well as require coordination with Native American groups, implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant archaeological resources are recovered. For these reasons, the project's incremental contribution to the significant cumulative effects to archaeological resources would not be cumulatively considerable.

Cumulative Impact 4.3.3-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

The geographic scope for evaluating cumulative impacts to tribal cultural resources includes the City of Rancho Cucamonga as the City, as lead agency, is responsible for liaising with the appropriate tribal governments. Cumulative impacts to tribal cultural resources could occur if any of cumulative projects, in conjunction with the proposed project, would have impacts on tribal cultural resources that, when considered together, would be significant.

The cumulative projects listed in Table 4-2 have the potential to adversely affect tribal cultural resources during ground-disturbing construction activities. Potential tribal cultural resource impacts associated with cumulative development projects would be site-specific and would undergo individual environmental and design review pursuant to CEQA in order to evaluate potential impacts. Similar to the proposed project, each cumulative project listed in Table 4-2 within the city would be required to comply with the requirements of Assembly Bill (AB) 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. As part of the AB 52 tribal consultation process, the appropriate tribal governments would be able to request to formally participate in the development review process on a project-by-project basis. In addition, the tribes would be able to recommend project-specific mitigation measures related to the protection of tribal cultural resources to be incorporated into a

project in addition to the City's Standard Conditions of Approval. For projects that don't require or request formal tribal consultation, the City will review and apply its applicable Standard Conditions of Approval on a project-by-project basis to ensure protection of tribal cultural resources to the greatest extent possible. For these reasons, cumulative effects to tribal cultural resources from cumulative projects within the city are considered less than significant.

As discussed in Section 3.3, Archaeology, Historical, and Tribal Cultural Resources, as of August 6, 2023, the Native American Heritage Commission (NAHC) indicated negative results for the Sacred Land Files (SLF) Search conducted for the project. In accordance with AB 52 requirements, the City offered tribal consultation to six tribes, including the San Gabriel Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians, Torres Martinez Desert Cahuilla Indians, Gabrieleno Band of Mission Indians – Kizh Nation, and Morongo Band of Mission Indians. The Gabrieleno Band of Mission Indians – Kizh Nation and Morongo Band of Mission Indians requested formally consultation with the City regarding the project and recommended various mitigation measures, including the presence of a tribal monitor, be incorporated into the project. In addition, the San Manuel Band of Mission Indians responded that while formal consultation was not warranted, the tribe would like provided five mitigation measures to be incorporated into the project.

The mitigation measures recommended by the tribes have been incorporated into the proposed project as Mitigation Measures 3.3-1 and 3.3-2a through 3.3-2d (some of the recommended mitigation measures have been combined based on content), which would reduce project impacts to tribal cultural resources to less than significant. Therefore, the project's incremental contribution to the less-than-significant cumulative effects to tribal cultural resources would not be cumulatively considerable.

4.3.4 Biological Resources

Cumulative Impact 4.3.4-1: Result in Degradation or Loss of State or Federally Protected Aquatic Resources

The geographic scope for the evaluation of cumulative impacts related to the degradation or loss of state or federally protected aquatic resources consists of the City of Rancho Cucamonga. While impacts to aquatic resources are typically site-specific, a significant cumulative effect would occur if cumulative project in combination with the proposed project contributed to the substantial loss of aquatic resources within the city.

All cumulative projects within the city that are in proximity or contain state or federally protected aquatic resources onsite would be required to comply with all applicable federal, state, and local laws, regulations, and permits related to protecting such resources. In addition, each cumulative project would be subject to the requirements of CEQA, which would require project-specific mitigation measures, as necessary, to reduce impacts to state or federally protected aquatic resources. Regulatory compliance combined with project-specific mitigation would ensure that impacts to state or federally protected aquatic resources would be minimized to the greatest extent feasible, where substantially degradation and/or loss of these resources within the city is not anticipated to occur. For these reasons, the cumulative effects related to the degradation or loss of state or federally protected aquatic resources are considered less than significant within the cumulative study area.

As described in Section 3.4, "Biological Resources," Chadwick Channel, a stormwater drainage feature, bisects the project site and would be replaced with a 3-foot by 7-foot reinforced concrete box culvert. Chadwick Channel is considered a water of the State and would be regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607). Implementation of the proposed project would result in the removal of 1.75 acres of Chadwick Channel, a State protected aquatic resource. Chadwick Channel is not considered a federally protected water of the U.S. To reduce impacts to Chadwick Channel, the project would implement Mitigation Measure 3.4-1, which requires actions that achieve no net loss of existing ecological functions. Furthermore, similar to other cumulative projects within the city, the proposed project would also comply with all applicable federal, state, and local laws and regulations related to protecting state or federally protected aquatic resources. Therefore, regulatory compliance and implementation of Mitigation Measures 3.4-1 would ensure no net loss of aquatic resources within the city. For these reasons, the project's incremental contribution to the less-than-significant cumulative effects related to state or federally protected aquatic resources would not be cumulatively considerable.

Cumulative Impact 4.3.4-2: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance

The geographic scope for the evaluation of cumulative impacts related to adverse effects to biological resources due to a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, includes the City of Rancho Cucamonga. A significant cumulative impact would occur within the city if cumulative projects in combination with the proposed project would result in adverse effects to biological resources due to a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The City is an urban environment that is almost entirely developed, with limited natural habitats remaining. The cumulative projects listed in Table 4-2 could have the potential to remove protected trees as part of project development, which would contribute to the cumulative loss of this type of biological resource. However, compliance with the City's Tree Preservation Ordinance, established in Chapter 17.16.080 of the RCMC, requires project applicants to undergo the tree removal process and to obtain a tree removal permit in order to remove any onsite protected or heritage trees. Compliance with the City's Tree Preservation Ordinance would ensure that development projects within the city do not conflict with the local policies or ordinances related to protecting biological resources and that cumulative impacts are reduced to less than significant. For this reason, the cumulative effects related to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, are considered less than significant.

As discussed in Section 3.4, Biological Resources, implementation of the proposed project could potentially remove protected heritage trees. However, the project would comply with the requirements of the City's Tree Preservation Ordinance, including obtaining a tree removal permit, which would reduce project impacts to less than significant. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to biological resources due to a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would not be cumulatively considerable.

4.3.5 Energy

Cumulative Impact 4.3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

The geographic area considered for cumulative impacts related to electrical energy use consists of the service areas of the Rancho Cucamonga Municipal Utility (RCMU) and Southern California Edison (SCE) and statewide for transportation fuel (e.g., gasoline or diesel) consumption. The RCMU includes over 2,000 metered businesses and residents in the southeastern portion of the City of Rancho Cucamonga, including the project site. RCMU provides residential and commercial service to limited areas in the City, while the remainder of the electrical services in the city are provided by SCE. A significant cumulative impact could occur if cumulative development, in combination with the project, would result in wasteful, inefficient, or unnecessary consumption of energy during construction and/or operation.

Cumulative development would receive electricity service provided by both RCMU and SCE, where these projects would also consume transportation fuels during construction and operation. Given the large amount of development identified within RCMU's service area, it is possible that implementation of the cumulative projects could result in inefficient and wasteful energy and transportation fuel consumption. However, all cumulative projects within the city would be required to comply with the applicable laws, plans, and building codes established for energy usage and efficiency and transportation fuels, which would be enforced during the City's planning and development review process. In addition, these projects would be required to implement energy-efficiency measures in accordance with Title 24 to reduce energy demand. Cumulative projects requiring discretionary approval would be subject to CEQA, which would require incorporation of mitigation measures to reduce any significant environmental impacts associated with wasteful, inefficient, or unnecessary consumption of energy during construction and/or operation to the greatest extent feasible. Given that cumulative development would be required to adhere to applicable laws, plans, and building codes established for energy usage and efficiency, including Title 24 measures and General Plan policies, the cumulative effects related to wasteful, inefficient, or unnecessary consumption of energy during construction and/or operation are considered less than significant within the cumulative study area.

As described in Impact 3.5-1, in Section 3.5, "Energy," according to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. As described in Impact 3.5-1, the proposed project could result in wasteful or inefficient use of energy before mitigation. The proposed project would implement Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a, and 3.7-1b, which would reduce fossil fuel consumption through the proliferation of zero emission yard equipment and EV charging, use of zero emission construction equipment, and the installation of renewable energy. Therefore, with implementation of mitigation, the project's incremental contribution to the less than significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.5-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

The geographic scope for the evaluation of cumulative impacts related to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency includes the City of Rancho Cucamonga. A significant cumulative impact would occur within the city if cumulative projects in combination with the proposed project would result in significant environmental impacts due to conflicting or obstruction of a state or local plan for renewable energy or energy efficiency.

As part of the City's planning process, all cumulative projects would be required to demonstrate consistency with applicable state or local plans for renewable energy or energy efficiency and would be required to incorporate energy efficiency features as required in applicable buildings codes. Cumulative projects requiring discretionary approval would be subject to CEQA, which would require incorporation of mitigation measures to reduce any significant environmental impacts associated with conflicting or obstruction of a state or local plan for renewable energy or energy efficiency to the greatest extent feasible. Therefore, cumulative effects related to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency are considered less than significant within the cumulative study area.

As described under Impact 3.5-2, the proposed project would comply with the applicable state and local laws, regulations, and building codes related to renewable energy or energy efficiency. However, while the project would largely adhere to the goals and policies of the City's General Plan and CAP, the project would conflict with Policy RC 6.2 of the Rancho Cucamonga General Plan and would not include all measures and policies within the City's CAP that address zero emissions technologies, renewable energy, and VMT reductions. However, implementation of Mitigation Measures 3.7-1a and 3.7-1b from Section 3.7, "Greenhouse Gas Emissions and Climate Change", would reduce the proposed project's energy demand through the implementation of energy efficiency and renewable energy in building design; inclusion of low-emission vehicles; requirement for zero emission equipment; and use of clean construction fleets. Implementation of Mitigation Measures 3.7-1a and 3.7-1b would ensure compliance with the City's CAP, State Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. Therefore, with mitigation incorporated, the project's incremental contribution to the less-than-significant cumulative effects related to obstructing a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable.

4.3.6 Geology and Soils

Cumulative Impact 4.3.6-1: Directly or Indirectly Cause Potential Substantial Adverse Effects, including the Risk of Loss, Injury, or Death Involving Strong Seismic Groundshaking

The geographic scope for the evaluation of cumulative impacts related to strong seismic groundshaking includes the City of Rancho Cucamonga. A significant cumulative impact would occur within the city if cumulative projects in combination with the proposed project would result, either directly or indirectly, in substantial adverse effects to humans and property, including the risk of loss, injury, or death, generated by strong seismic groundshaking.

The City, including the project site, is located within a seismically active region of southern California that includes several active fault lines of local and regional importance, including the Red Hill-Etiwanda Fault, Fontana seismic trend, Sierra Madre Fault Zone, San Jacinto Fault, San Andreas Fault, and Elsinore Fault Zone. As shown in Figure S-1 of the City's General Plan, there are various Alquist-Priolo fault zones within the city, including throughout the

northern portion of the city and around the Etiwanda Avenue Fault in the northeastern quadrant of the city. The Red Hill Fault also traverses the City from the northeast to the southwest (City of Rancho Cucamonga 2021a). As discussed in Section 3.6, although these faults are considered active and have the potential to generate earthquakes, the probability of producing a significant event is considered low (City of Rancho Cucamonga 2021b).

Nevertheless, strong seismic ground shaking generated from large magnitude earthquakes in the region could lead to structural damage of buildings and infrastructure if they are not designed properly to withstand strong seismic shaking. However, all development projects within the city are required be designed, engineered, and constructed to comply with all applicable federal, state, and local laws, regulations, and standards related to seismicity, including the seismic standards and requirements established in the most recent California Building Code (CBC) and City's Building Code. Regulatory compliance would ensure that all cumulative projects developed within the city would be constructed to the highest structural standards established to withstand strong seismic groundshaking. For this reason, the cumulative effects related to adverse effects related to strong seismic groundshaking are considered less than significant within the cumulative study area.

Similar to other cumulative projects within the city, the proposed project would also comply with all applicable federal, state, and local laws, regulations, and standards, which would ensure the proposed project would be constructed to withstand strong seismic groundshaking. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to adverse effects related to strong seismic groundshaking would not be cumulatively considerable.

Cumulative Impact 4.3.6-2: 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, Liquefaction, or Collapse

The geographic scope for the evaluation of cumulative impacts related to unstable soil units causing geologic hazards is generally site-specific, rather than cumulative in nature, because each development site has unique geologic considerations that would be subject to site development and construction standards. For this reason, a less-than-significant cumulative impact related to unstable soils and related geologic hazards would occur within the city.

As discussed in Section 3.6, "Geology and Soils," the Preliminary Geotechnical Report prepared for the project site concluded the potential for unstable soils and related geologic hazards are considered to be low based on the site's flat topography and soil conditions. In addition, the project would implement the recommendations of the Preliminary Geotechnical Report pertaining to site grading and earthwork improvements to further stabilize onsite soils during construction and operation. Compliance with RCMC Chapter 15.12 and the 2022 CBC would also ensure that the proposed project is constructed to the proper specifications and design standards of the most up to date codes and regulations governing building construction, materials, and safety in regarding soil stability. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to adverse effects related to unstable soils and related geologic hazards would not be cumulatively considerable.

Cumulative Impact 4.3.6-3: Be Located on Expansive Soil, Creating Substantial Direct or Indirect Risks to Life and Property

The geographic scope for the evaluation of cumulative impacts related to expansive soil units is generally site-specific, rather than cumulative in nature, because each development site has unique geologic considerations that would be subject to site development and construction standards. For this reason, a less-than-significant cumulative impact related to expansive soils would occur within the city.

As discussed in Section 3.6, "Geology and Soils," the soils that underlay the project site are not characteristic of clay minerals that would otherwise contain the potential to swell and shrink when wetted and dried, potentially causing damage to foundations, pipes, and walls. As such, the project site is not located on expansive soil, and development of the proposed project would not create a substantial direct or indirect risk to life and property. Compliance with the CBC, Chapter 18A, Soils and Foundations, would further ensure any potential direct or indirect risk to life and property would be minimized. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to adverse effects related to expansive soils would not be cumulatively considerable.

Cumulative Impact 4.3.6-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

The geographic scope for the evaluation of cumulative impacts related to paleontological resources consists of San Bernardino County. A significant cumulative impact related to paleontological resources would occur if cumulative projects in combination with the proposed project would destroy, directly or indirectly, paleontological resources or unique geologic features.

The cumulative projects listed in Table 4-2 have the potential to adversely affect paleontological resources or unique geologic features during ground-disturbing construction activities. However, cumulative projects would be required to comply with all applicable federal, state, and local laws and regulations related to paleontological resources, including PRC Section 5097.5. In addition, potential impacts to paleontological resources or unique geologic features associated with cumulative development projects would be site-specific and would undergo individual environmental and design review pursuant to CEQA, which would require project-specific mitigation, as necessary. For this reason, the cumulative effects related to paleontological resources or unique geologic features are considered less than significant within the cumulative study area.

As discussed in Section 3.6, "Geology and Soils," the project site does not contain any unique geological features and is underlaid with older alluvial deposits which have yielded paleontological resources. Ground disturbing activities that extend beyond five feet in depth could have the potential to encounter the older alluvial deposits and as such, could have the potential to impact unknown paleontological resources. However, the project would implement Mitigation Measures 3.6-4a through 3.6-4g, which would ensure the appropriate industry protocol would be implemented in the inadvertent discovery of paleontological resources. In addition, the project would comply with the applicable laws and regulations related to paleontological resources, including PRC Section 5097.5, which would ensure impacts are minimized. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to paleontological resources or unique geologic features would not be cumulatively considerable.

4.3.7 Greenhouse Gas Emissions and Climate Change

Cumulative Impact 4.3.7-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment or Conflict with State GHG Reduction Goals

The discussion of greenhouse gas (GHG) emissions associated with the project and related infrastructure for Impacts 3.7-1 in Section 3.7, "Greenhouse Gas Emissions and Climate Change," is inherently a cumulative impact analysis. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The analysis of Impact 4.8-1 concluded that the proposed project would result in GHG emissions during both construction and operation of plan development implemented over the planning period.

The project would implement features that would reduce emissions and would be generally consistent with the City's CAP as well as the 2022 Scoping Plan. However, the project would not implement all relevant CAP and Scoping Plan strategies. Implementation of Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a, 3.7-1b, 3.7-1c, 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would reduce the amount of GHG emissions generated from construction and operation of the proposed project to ensure compliance with the CAP and Scoping Plan. Mitigation would require zero emissions construction equipment and yard equipment, support EV charging for trucks and vehicles, install renewable energy, require low-GWP refrigerants, and implement TDM measures to reduce employee VMT. Implementation of these measures would ensure that development under the proposed project would be consistent with the City's CAP as well as the CARB Scoping Plan. Therefore, the project would not generate GHG missions, either directly or indirectly, that may have a significant impact on the environment or conflict with State GHG reduction goals at the project level. The incremental effects of the proposed project would not combine with the effects of cumulative projects to create significant cumulative impact related to GHG emissions. The proposed project's incremental effects would not be cumulatively significant, and the project's contributions to these GHG impacts would not be cumulatively considerable such that new cumulatively significant impacts would occur.

4.3.8 Hazardous Materials and Public Health

Cumulative Impact 4.3.8-1: Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

The geographic scope for the evaluation of cumulative impacts related to creating a significant hazard to the public or environment through the transport, handling, or disposal of or accidental release of hazardous materials consists of the City of Rancho Cucamonga. A significant cumulative impact related to hazardous materials could occur if cumulative projects, in combination with the proposed project, would contribute to known contamination sites or contribute substantially to a hazardous condition through the release of hazardous materials resulting in significant hazards to the public and environment.

Cumulative projects located within the city would use hazardous materials during construction and/or operation, which would have the potential to be accidentally released into the environment. However, all cumulative projects will be required to comply with the requirements and industry best practices established by the applicable federal, state, and local agencies, laws, and policies, including California Division of Occupational Safety and Health (Cal/OSHA), the State Water Resources Control Board (SWRCB) Construction General Permit, US Department of Transportation (USDOT), California Highway Patrol (CHP), the County of San Bernardino's General Plan, and the City's General Plan. Regulatory compliance would ensure cumulative project implement actions to avoid or substantially lessen adverse effects related to hazardous materials transport, use, disposal, accidental release into the environment. San Bernardino County Environmental Health Division is approved by the California Environmental Protection Agency as the Certified Unified Program Agency (CUPA) for the City and is responsible for implementing a unified hazardous materials regulatory program throughout the City and County. Compliance with this program is verified through annual routine inspection of all facilities and investigation of citizen-based complaints or inquiries regarding improper handling and/or disposal of hazardous materials or hazardous wastes.

In addition, each cumulative project would be subject to CEQA, which requires a site-specific analysis of the potential of onsite contamination as well as the utilization of hazardous materials during project construction and operation and requires incorporation of site-specific mitigation measure, as necessary, in addition to regulatory compliance. Therefore, the cumulative effects related to creating a significant hazard to the public or environment through the transport, handling, or disposal of or accidental release of hazardous materials are considered less than significant within the cumulative study area.

As discussed in Section 3.8, "Hazards and Hazardous Materials," construction of the proposed project would involve the storage, use, and transport of hazardous materials to and from the project site while operational may involve the warehousing and distribution of chemicals and materials for industrial and commercial uses. However, similar to other cumulative projects, construction and operational activities that involve the use, storage, handling, and transport of hazardous materials would comply with established safety regulations mandated by federal, State, and local laws and regulations, which have been established to ensure proper protocols are implemented across the construction industry as well as to minimize the effects of hazardous materials on the public and environment. Regulatory compliance would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, with continued regulatory compliance, the project's incremental contribution to the less-than-significant cumulative effects related to creating a significant hazard to the public or environment through the transport, handling, or disposal of or accidental release of hazardous materials would not be cumulatively considerable.

Cumulative Impact 4.3.8-2: 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 Environment

The geographic scope for the evaluation of cumulative impacts related to being located on a hazardous material site consists of a one-mile radius from the project site. A significant cumulative impact related to hazardous materials sites could occur if cumulative projects, in combination with the proposed project, would create

increased hazardous effects to surrounding properties if sites located on hazardous materials sites are not remediated with project development.

Cumulative projects within the city, including within one mile of the project site, could be located on a hazardous materials sites compiled pursuant to Government Code Section 65962.5 and listed by the California Department of Toxic Substances (DTSC) or the SWRCB. While being located on a hazardous material site is a unique site condition, each cumulative project identified on such site could affect surrounding properties through down- or cross-gradient flows or through ground disturbing activities during construction which disturb and/or disperse hazardous materials in soils. However, all cumulative projects located on hazardous materials sites would be required to comply with all federal, state, and local laws and regulations related to soil and hazardous materials remediation. Since hazardous material sites are heavily regulated, compliance with such laws and regulations would ensure that impacts related to hazardous materials sites would be minimized during project implementation. In addition, each cumulative project would be subject to CEQA, which requires a site-specific analysis of onsite soil and/or hazardous materials contamination and requires incorporation of site-specific mitigation measures, as necessary. Therefore, regulatory compliance would ensure the cumulative effects related to hazardous material site are considered less than significant within the cumulative study area.

As previously discussed in Section 3.8, "Hazards and Hazardous Materials," the project site is listed on multiple databases that track project sites with potential or documented contamination and includes ongoing remediation of PCB-impacted concrete and soils with DTSC oversight. However, the project would implement Mitigation Measures 3.8-2a and 3.8-2b, which would require vapor intrusion mitigation systems for each building, assessment and remediation beneath former above ground storage tanks, and remediation of PCB contamination to avoid the creation of a significant hazard to the public or the environment, including but not limited to construction workers, indoor industrial workers, and outdoor industrial workers, during construction and operation of the proposed project. Therefore, with implementation of site-specific mitigation in addition to regulatory compliance, the project's incremental contribution to the less-than-significant cumulative effects related to hazardous material sites would not be cumulatively considerable.

Cumulative Impact 4.3.8-3: For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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

The geographic scope for the evaluation of cumulative impacts related to airport hazards consists of the Airport Influence Area (AIA) of the LA/Ontario International Airport as established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). A significant cumulative impact related to airport hazards could occur if cumulative projects, in combination with the proposed project, would create increase development within the AIA of the LA/Ontario International Airport, which in turn, increases safety hazards or excessive noise for people living or working within the AIA.

The City is included in the AIA for the LA/Ontario International Airport and as such, the cumulative projects listed in Table 4-2 would also be located within the AIA. However, depending on the location of the cumulative project within the city would determine whether a cumulative project would be within two miles of this airport. Cumulative projects under the jurisdiction of the ONT ALUCP would be required to meet all applicable requirements and building standards specific to airport safety. In addition, cumulative projects would also be subject to the Federal Aviation Administration (FAA) regulations as stated in Title 14 of the Code of Federal Regulations Part 77 (14 CFR 77). FAA review and issuance of a determination that a proposed structure would not be a hazard to air navigation, which could include factors other than height, such as flight direction and trajectory, and project compliance with any conditions set forth in such FAA determinations, ensure that new structures developed within the cumulative context would not result in air safety hazards. For these reasons, the cumulative effects related to airport hazards are considered less than significant within the cumulative study area.

As discussed in Section 3.8, "Hazards and Hazardous Materials," the project site is located within the AIA near the northern boundary curve (City of Ontario 2018: Map 2-1 Airport Influence Area). According to the ONT ALUCP, the

AIA includes areas in which current or future airport-related safety, noise, airspace protection, or overflight factors may significantly affect land uses or necessitate restrictions on those. However, the project site is not located within a Safety Zone, Noise Impact Zone, or Airspace Protection Zone (City of Ontario 2018: Policy Maps 2-2, 2-3, and 2-4). Pursuant to Policy Map 2-5, Overflight Notification Zones, the project site is in an area requiring real estate transaction disclosure. The proposed project would include new buildings with heights approximately 50 feet above ground level, which are of similar height to existing buildings in the surrounding area. Therefore, construction and operation of the proposed project would not have the potential to subject people residing or working in the project area to excess levels of aircraft noise or airport-related hazards. As such, the project's incremental contribution to the less-than-significant cumulative effects related to airport hazards would not be cumulatively considerable.

Cumulative Impact 4.3.8-4: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The geographic context for evaluating cumulative impacts related to physically interfering with an adopted emergency response plan or emergency evacuation plan consists of the City. A significant cumulative impact related to interfering with an emergency response plan or evacuation plan would occur if cumulative projects, in combination with the proposed project, would result physically obstruct or substantially change implementation of the City's adopted emergency plans.

Cumulative projects that require roadway lane closures would be reviewed and approved by the City's Transportation Engineer during the City's planning process and would be required to comply with the requirements of the RCMC, including City's traffic control requirements as established in Chapter 10.16, Traffic Control Devices. In addition, any new roadways or changes to existing roadway patterns would be reviewed and approved by the City as part of the planning process, which would ensure that projects comply with the City's design standards and in turn, would not physically interfere with the implementation of emergency response plans. With these safeguards in place, the cumulative effects related to physically interfering with an adopted emergency response plan or emergency evacuation plan are considered less than significant within the cumulative study area.

As discussed in Section 3.8, "Hazards and Hazardous Materials," construction of the project would occur within the project site and within Etiwanda Avenue, which abuts the project site to the east. Construction activities, including undergrounding of utilities within the right-of-way of Etiwanda Avenue, would require temporary lane closures or right-of-way closure (including sidewalks) on an intermittent basis. Similar to other cumulative projects, all lane or right-of-way closures would comply with the City's requirements for traffic control and lane closures established in the RCMC, which would ensure adequate emergency access would be maintained during construction. Once operational, the proposed project would be required to comply with industry and City design standards, including the City's Fire Department requirements pertaining to access/egress to ensure adequate emergency access. In addition, the project would be consistent with General Plan Policy S-1.1, which requires additional roads and improvements in areas of the city with limited access routes and circulation challenges to ensure adequate emergency vehicle response and evacuation; and Policy S-1.2 requires any roads used for evacuation purposes, such as Arrow Route and Etiwanda Avenue, which are designated as evacuation routes, to provide at least 26 feet of unobstructed pavement width. Compliance with the City's design standards and Fire Department requirements as well as consistency with the General Plan Policies S-1.1 and S-1.2 would ensure the proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to adopted emergency response plan or emergency evacuation plan would not be cumulatively considerable.

4.3.9 Hydrology and Water Quality

Cumulative Impact 4.3.9-1: Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality

The geographic scope for the evaluation of cumulative impacts related to surface and groundwater quality encompasses the Chino Hydrologic Subarea for surface water and drainage and the Chino Subbasin for groundwater.

A significant cumulative impact related to violating water quality standards or waste discharge requirements or substantially degrading surface or groundwater quality could occur if cumulative projects in combination with the proposed project would potentially increase the volume of stormwater runoff and/or contribute to pollutant loading in the storm drain system above acceptable levels within the cumulative study area.

Cumulative impacts to surface- and groundwater quality could occur as future projects are developed within the city as construction and/or operational activities could increase the volume of stormwater runoff with increased impervious surfaces and/or contribute to pollutant loading in the storm drain system. However, all cumulative projects listed in Table 4-2 would be required to comply with all applicable federal, state, and local water quality regulations, including but not limited to the Clean Water Act, National Pollution Discharge Elimination System (NPDES) permits, Santa Ana River Basin Plan, and San Bernardino County Municipal Separate Storm Sewer System (MS4) permit and preparation of a project-specific water quality management plan (WQMP). Regulatory compliance would ensure that future projects would not significantly impact surface- or groundwater quality during construction and operation.

In addition, the Rancho Cucamonga General Plan EIR concluded that continued management of the groundwater basins and compliance with the pertinent adjudication orders would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources in the watershed. The regional channels have been designed to accommodate runoff from the entire watershed, and new developments are required to provide on-site improvements and other storm drainage system upgrades on an as-needed basis to prevent the creation of flood hazards at downstream areas. Furthermore, the Rancho Cucamonga General Plan EIR concluded that development anticipated under the Rancho Cucamonga General Plan would not result in cumulatively considerable hydrology, drainage, or water quality impacts (City of Rancho Cucamonga 2021). Therefore, the cumulative effects related to surface and ground water quality are considered less than significant within the cumulative study area.

As described in Section 3.9, "Hydrology and Water Quality," project construction would be subject to the statewide NPDES Construction General Permit requirements, which include implementation of a project-specific stormwater pollution prevention plan (SWPPP) and best management practices (BMPs) to reduce pollutants in stormwater runoff leaving the construction site. Additionally, the proposed project design would incorporate post-construction stormwater management BMPs identified in a project-specific WQMP to ensure that stormwater runoff from the project site in managed in accordance with the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. The water quality regulations implemented by the Santa Ana RWQCB take a basin-wide approach and consider water quality impairment in a regional context. Therefore, the proposed project would not result in stormwater discharges that violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. For these reasons, the project's incremental contribution to the less-than-significant cumulative effects related to surface and ground water quality would not be cumulatively considerable.

Cumulative Impact 4.3.9-2: Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin

The geographic scope for the evaluation of cumulative impacts related to groundwater supplies and recharge encompasses the Chino Groundwater Subbasin. A significant cumulative impact related to substantially decreasing groundwater supplies and/or recharge such that the project may impede sustainable groundwater management of the basin could occur if cumulative projects in combination with the proposed project would increase use of groundwater supplies above agreed upon levels or introduce large quantities of impervious surfaces, which prohibit groundwater recharge into the underlying basin.

As cumulative development growth occurs within the Chino Groundwater Subbasin, the water purveyors that will serve the future cumulative development could use groundwater as well as other water supplies to meet the future demand. However, the water rights of each water purveyor that has rights to groundwater from the Chino Groundwater Subbasin are limited based on the adjudication that established the pumping rights for each purveyor. Because groundwater withdrawals from these groundwater basins are limited based on that adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve cumulative development growth to substantially impact the groundwater aquifers.

In addition, the Rancho Cucamonga General Plan EIR also concluded that continued management of the groundwater basins and compliance with the pertinent adjudication orders would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources within the Chino Groundwater Subbasin. As such, the Rancho Cucamonga General Plan EIR concluded that development anticipated under the Rancho Cucamonga General Plan would not result in cumulatively considerable hydrology, drainage, or water quality impacts (City of Rancho Cucamonga 2021b). Therefore, the cumulative effects related to groundwater supplies and recharge are considered less than significant within the cumulative study area.

As described in Section 3.9, "Hydrology and Water Quality," the Water Supply Assessment prepared for the proposed project indicates that Cucamonga Valley Water District (CVWD) would have sufficient groundwater supplies to accommodate the water demand of the proposed project in combination with existing and other reasonably foreseeable future development (Appendix K). In addition, the proposed project would not interfere with stormwater recharge, which primarily occurs at dedicated recharge facilities throughout the subbasin. Furthermore, the proposed project is consistent with the designated land use for the project site under the Rancho Cucamonga General Plan, and as such, would be consistent with the findings of the Rancho Cucamonga General Plan EIR. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that sustainable groundwater management of the Chino Groundwater Subbasin would be impeded. Therefore, the project's incremental contribution to the less-than-significant cumulative effects related to groundwater supplies and recharge would not be cumulatively considerable.

Cumulative Impact 4.3.9-3: Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows

The geographic scope for the evaluation of cumulative impacts related to adverse hydrological effects caused by changes in drainage patterns encompasses the Chino Hydrologic Subarea as stormwater runoff from related cumulative projects would similarly flow into these water bodies. A significant cumulative impact related to substantially altering drainage patterns of the project site in a manner that would result in substantial erosion and siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or that would impede or redirect flood flows could occur if cumulative projects in combination with the proposed project would potentially increase the volume of stormwater runoff such that adverse drainage issues were to occur within the Chino Hydrologic Subarea.

As with the proposed project, construction and operation of the cumulative projects listed in Table 4-2 would be required to comply with all applicable federal, state, and local regulations, including but not limited to the statewide NPDES Construction General Permit, San Bernardino County MS4 Permit, and City of Rancho Cucamonga regulations and standard conditions of approval. As part of the project entitlement process, each cumulative project would be required to obtain all relevant permits and approvals specific to the project site and design and would incorporate appropriate site design features to address drainage, stormwater discharge, and flood hazards on a project-by-project basis. Each project would undergo discretionary review and evaluation under CEQA to address potential impacts on hydrology and water quality and identify necessary mitigation measures, where appropriate. Compliance with the City's regulations would be enforced as part of the design review and building permit process and would ensure that impacts on hydrology and water quality would be avoided or minimized. Therefore, regulatory compliance would ensure cumulative effects related to adverse hydrological effects caused by changes in drainage patterns are considered less than significant within the cumulative study area.

As described in Section 3.9, the proposed project would result in an increase in impervious surfaces at the project site. However, the proposed project design incorporates storm drain systems to collect on- and offsite runoff, as well as BMPs that would capture, treat, retain, and discharge flows. These BMPs would remove pollutants from stormwater runoff and reduce stormwater discharge volumes to mimic existing flow patterns. In addition, the proposed project would be subject to the requirements of the statewide NPDES Construction General Permit, San Bernardino County MS4 Permit, and City of Rancho Cucamonga regulations and standard conditions of approval related to site drainage, which

would minimize effects related to drainage. Therefore, the proposed project would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or impede or redirect flood flows. For these reasons, the project's incremental contribution to the less-than-significant cumulative effects related to adverse hydrological effects caused by changes in drainage patterns would not be cumulatively considerable.

Cumulative Impact 4.3.9-4: Conflict with or Obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The geographic scope for the evaluation of cumulative impacts related to conflicts or obstruction with a water quality control plan or sustainable groundwater management plan encompasses the encompasses the Chino Hydrologic Subarea for surface water and drainage and the Chino Subbasin for groundwater. A significant cumulative impact related to conflicting with a water quality control plan or sustainable groundwater management plan could occur if cumulative projects in combination with the proposed project would result in adverse effects to surface- or groundwater quality by conflicting with a water quality control plan or sustainable groundwater management plan adopted for the Chino Hydrologic Subarea or Chino Groundwater Subbasin.

As discussed under Cumulative Impact 4.3.9-2, cumulative development within the Chino Hydrologic Subarea or Chino Groundwater Subbasin is required to comply with all water quality control plans or sustainable groundwater management plans adopted for these hydrological areas. Applicable plans include the Basin Plan for the Santa Ana River Basin and the Optimum Basin Management Program in addition to other relevant regulatory requirements. Each cumulative project would be required to demonstrate compliance with these plans during the environmental review and entitlement processes to minimize impacts to these hydrologic areas. In addition, the Rancho Cucamonga General Plan EIR also concluded that continued management of the groundwater basins and compliance with the pertinent adjudication orders would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources within the Chino Subbasin. As such, the Rancho Cucamonga General Plan EIR concluded that development anticipated under the Rancho Cucamonga General Plan would not result in cumulatively considerable hydrology, drainage, or water quality impacts. Therefore, the cumulative effects related to adverse effects to surface- or groundwater quality caused by conflicting with a water quality control plan or sustainable groundwater management plan are considered less than significant within the cumulative study area.

As described in Section 3.9, "Hydrology and Water Quality," compliance with the requirements of the statewide NPDES Construction General Permit and San Bernardino County MS4 Permit would ensure that surface and groundwater would not be adversely affected during project construction and operation. As noted above, the water quality regulations implemented by the Santa Ana RWQCB take a basin-wide approach and consider water quality impairment in a regional context. In addition, the Water Supply Assessment prepared for the proposed project indicates that CVWD would have sufficient groundwater supplies to accommodate the water demand of the proposed project in combination with existing and other reasonably foreseeable future development (Appendix J). Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. For these reasons, the project's incremental contribution to the less-than-significant cumulative effects related to conflicts or obstruction with a water quality control plan or sustainable groundwater management plan would not be cumulatively considerable.

4.3.10 Land Use

Cumulative Impact 4.3.10-1: Physically Divide an Established Community

The geographic scope for evaluating cumulative land use and planning impacts related to physically dividing an established community encompasses the City of Rancho Cucamonga. A significant cumulative impact related to physically dividing an established community would occur if cumulative development in combination with the proposed project physically divided the City through the construction of physical features, such as new highways, aboveground utility infrastructure, or easements, which function as barriers to travel between two or more parts of the City.

The cumulative study area is characterized as an urbanized city developed with a clear land use pattern demarcated by parcel boundaries and roadways. As discussed in Section 4.2.2, cumulative projects within the cumulative study area consists of industrial, commercial, and residential projects, all of which are proposed on established parcels under the City's jurisdiction and are not anticipated to include the construction of a physical feature that would physically divide the City. Within the Southeast Industrial Area, other industrial cumulative projects would involve infill industrial redevelopment in an already-established industrial area and would not intrude upon established residential neighborhoods. These projects would also not construct physical features that function as barriers to travel between two or more parts of an existing established community. In addition, these projects would include new public streets that would improve connectivity in the Southeast Industrial Area and would not involve permanent street or sidewalk closures that would interfere with or impair access within established communities. Therefore, cumulative effects related to physically dividing an established community are considered less than significant within the cumulative study area.

As discussed in Section 3.10, "Land Use and Planning," the proposed project is located within a project site composed of two Assessor Parcel Numbers (APNs) (0229-283-79 and 0229-283-83), which is bound by Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the north, Etiwanda Avenue to the east, and industrial land uses to the south and west. The proposed project does not include construction of physical features, such as new highways, aboveground utility infrastructure, or easements, which would function as barriers to travel between two or more parts of an existing established community. Rather, the proposed project would construct new public streets that would increase the number of travel connections through the project site and vicinity. Construction activities could result in temporary closures of existing travel lanes but would not involve permanent street or sidewalk closures that would interfere with or impair access within established communities. Therefore, the proposed project would not physically divide an established community and as such, its incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.10-2: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The geographic scope for evaluating cumulative land use and planning impacts related to conflicting with a land use plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental effect includes the City of Rancho Cucamonga. A significant cumulative impact related to conflicting with a land use plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental effect would occur if future development projects within the city resulted in significant environmental impacts due to an inconsistency with an applicable land use plan, policy, or regulation.

All development and redevelopment projects within the city are required to be consistent with the existing General Plan land use designations and applicable Zoning Ordinances designations. The City would review each cumulative project listed in Table 4-2 as part of the development review process to ensure consistency with the policies of the General Plan and Zoning Ordinances unless there is a proposed land use policy amendment to the General Plan and/or Zoning Ordinance with a project application. At the time that an amendment to a land use policy to the General Plan and/or Zoning Ordinance is submitted, the City would need to evaluate if the proposed change to the land use policy would result in environmental impacts. Cumulative projects requiring discretionary approval would be subject to CEQA, which would require incorporation of feasible mitigation measures to reduce significant environmental impacts associated with conflicting with an applicable land use plan, policy, or regulation. With the safeguards of the City's development review process and the environmental review process under CEQA in place, development of cumulative projects within the city would not result in foreseeable environmental impacts associated with conflicting with applicable land use plans, policies, or regulations. Therefore, cumulative effects related to conflicting with a land use plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental effect are considered less than significant within the cumulative study area.

As discussed in Section 3.10, "Land Use and Planning", the project site is designated for industrial uses under the City's General Plan and Zoning Code, where the project would be consistent with their requirements upon approval of a CUP and master plan application pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080. The proposed project would be subject to all applicable federal, state, and local laws and

regulations and would comply with all applicable provisions of the Rancho Cucamonga Development Code. Compliance with the City's development standards would be enforced as part of the design review and building permit process. The proposed project would therefore be consistent with the land use policies in the City's General Plan, *Plan RC 2040*, that were adopted to encourage development patterns that are protective of human health and environmental resources. In addition, the proposed project would not conflict with the regional development pattern and growth forecast in the RTP/SCS for the SCAG Region, *Connect SoCal 2024, as well as* regional planning policies that provide guidance for integrating land use and transportation planning to reduce environmental effects. Therefore, the proposed project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects and as such, its incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

4.3.11 Noise

The geographic scope for evaluating cumulative impacts related to noise and vibration is the vicinity of the project site (i.e., within 500 feet). Noise impacts typically occur locally because noise levels dissipate rapidly with increased distance from the source. When discussing increases in noise levels, a doubling of a noise source is necessary to result in a 3 decibel (dB) (i.e., audible) increase. Thus, for cumulative noise impacts to occur, noise sources must combine to result in an increase in noise at the same receptor that otherwise would not experience the increase attributed to the combined (or cumulative) condition.

As discussed in Section 3.11 "Noise and Vibration," implementation of the proposed project would not result in the exposure of people to excessive noise levels associated with airport activity or adverse vibration effects on off-site receivers. Therefore, the proposed project would not combine to create considerable changes and cumulative impacts related to these issues, and these impacts are not discussed further.

CONSTRUCTION-RELATED NOISE AND VIBRATION

Cumulative Impacts 4.3.11-1 (Cumulative Short-Term Construction Noise Impacts), 4.11-4 (Cumulative Exposure of Sensitive Receptors to Construction Vibration), and 4.11-5 (Cumulative Vibration Compatibility)

Construction-related noise and vibration are typically considered localized impacts, affecting only receptors closest to construction activities. Therefore, unless the construction of cumulative projects occurs in close proximity to each other (i.e., less than 500 feet) and at the same time, noise and vibration from individual construction projects have little chance of combining to create cumulative impacts. For these reasons, cumulative noise and vibration impacts from construction are generally less than significant.

Of the cumulative projects included in Table 4-2, the Project #12 (12343 Arrow Route), Project #13 (12459 Arrow Route), Project #36 (project north of Napa Street and East of Etiwanda Avenue), and Project #42 (8821 Etiwanda) are within 500 feet of the project site. Some of these projects are in the planning phase and the dates of construction are unknown. However, Project #12 and Project #13 are anticipated to begin construction in September 2025 and June 2025, respectively and continue alongside the proposed project. Project #12 is a proposed warehouse complex of approximately 1,830,729 sf. Project #13 is a proposed warehouse building of approximately 334,729 sf. Due to the distribution characteristics of sound and vibration, construction noise and vibration are generally limited to the vicinity of individual project sites.

As discussed in Section 3.11, "Noise and Vibration," noise and vibration associated with project construction would be intermittent, temporary, and would fluctuate depending on the phase of construction. For a conservative analysis of cumulative construction noise, it is assumed in this analysis that the loudest phases of daytime and nighttime construction at each surrounding project site (i.e., Project #12 site and Project #13 site) would occur simultaneously.

Construction Vibration

Cumulative impacts from construction-generated vibration could result if other future planned construction activities were to take place very close to other construction activities (i.e., within 5 feet) and cumulatively combine with construction vibration from the proposed project. At increasing distances from the source, vibration levels dissipate rapidly and have less potential to cause disturbance to people or damage to structures. In addition, vibration-intensive equipment (e.g., vibratory rollers) is only used during discrete phases of construction and for intermittent and brief periods of time. For these reasons, vibration impacts would remain localized to the respective project sites and would not combine with vibration sources from other construction activities, even if construction activities were to occur simultaneously with project construction activities. Therefore, this cumulative impact would be less than significant. As such, the project's incremental contribution to the less-than-significant cumulative effects related to construction vibration would not be cumulatively considerable.

Daytime Construction Noise

To ensure a comprehensive evaluation of cumulative construction noise impacts, this analysis models noise levels at the industrial receptor closest to the project site (i.e., SR 6) and at the industrial receptor closest to all three cumulative project sites that would be constructed simultaneously (i.e., Project #4, Project #13, and the proposed project). At the industrial receptor closest to the proposed project site, Project #12 site, and Project #13 site (i.e., SR 6) cumulative daytime construction noise levels could reach levels as high as 68.3 dBA L_{eq} and thus would not exceed the FTA daytime industrial construction noise threshold (i.e., 100 dBA L_{eq}).

Cumulative daytime construction noise levels at the industrial receptor closest to the proposed project site (i.e., SR 1) could reach noise levels of 68.9 dBA L_{eq}, and thus would also not exceed the FTA daytime industrial construction noise threshold of 100 dBA L_{eq} (see Appendix H for noise modeling inputs). In accordance with FTA guidance, areas exposed to lower levels of noise can reasonably allow a greater change in noise, whereas areas exposed to higher noise levels become increasingly adversely affected as noise levels increase (FTA 2018: 30). Therefore, a 5 dBA increase is appropriate for areas exposed to higher noise (i.e., 65 dBA or above) and a 10 dBA increase would be allowable in areas exposed to lower noise (i.e., below 65 dBA). Because existing noise levels at SR 6 and SR 1 are below 65 dBA, the 10 dBA threshold for substantial noise increases is used in this analysis. Daytime cumulative construction noise would result in a 11.0 dBA increase over existing noise levels at SR 6 and an increase of 11.2 dBA over existing noise levels at SR 1 (see Appendix H for modeling details). Therefore, cumulative construction activities would result in a substantial temporary increase in daytime noise levels at nearby industrial receptors. Mitigation Measure 3.11-1 would require the project applicant to implement noise reduction features that could reduce construction noise levels at sensitive receptors by approximately 10 dBA. Assuming a 10 dBA decrease in daytime construction noise levels at the proposed project site with implementation of Mitigation Measure 3.11-1, cumulative daytime construction noise would result in a 9.4 dBA increase at SR 6 and a 7.6 dBA increase at SR 1 (see Appendix H for modeling details). Therefore, with mitigation, daytime construction noise would not result in a substantial increase in daytime noise. In addition, Mitigation Measure 3.11-1 would reduce the proposed project's contribution to cumulative noise by approximately 4 dBA. As such, the proposed project contribution would be less than cumulatively considerable with mitigation.

Nighttime Construction Noise

Nighttime construction pours would overlap on the project site and at Project #13 site. Cumulative nighttime construction noise levels at the receptor closest to the two project sites (i.e., SR 6) could reach as high as 66.5 dBA L_{eq} and thus would not exceed the City's threshold of 70 dBA L_{eq} for nighttime construction noise at industrial receptors (see Appendix H for noise modeling inputs). Nighttime construction noise levels at the industrial receptor closest to the project site (i.e., SR 1) could reach noise levels of 68.1 dBA L_{eq}, and thus would also not exceed the City's nighttime industrial construction noise threshold of 70 dBA L_{eq} (see Appendix H for noise modeling inputs). However, existing nighttime noise levels at SR 6 and SR 1 are modeled to be approximately 52.1 dBA L_{eq} and 51.2 dBA L_{eq}, respectively. Nighttime cumulative construction would result in a 14.6 dBA noise increase over existing noise levels at SR 6 and in a 17.0 dBA noise increase at SR 1 which would exceed the applicable increase threshold of 10 dBA (see Appendix H for modeling details). Therefore, cumulative construction activities would result in a substantial temporary increase in nighttime noise levels at the nearest industrial receptors.

Mitigation Measure 3.11-1 would require the project applicant to implement noise reduction features that would reduce construction noise levels at sensitive receptors by approximately 10 dBA. Assuming a 10 dBA decrease in project-generated nighttime construction noise levels with mitigation, nighttime construction noise would result in a 11.8 dBA increase at SR 6 and a 12.4dBA increase at SR 1 (see Appendix H for modeling details). Although construction activities at the three project sites would result in a substantial cumulative nighttime noise increase, Mitigation Measure 3.11-1 would reduce the proposed project's contribution to cumulative construction noise by approximately 4 dBA. Therefore, the proposed project contribution would be less than cumulatively considerable with mitigation.

Summary

The loudest daytime and nighttime construction activities would result in cumulative noise levels of 68.9 dBA L_{eq} and 68.1 dBA L_{eq} at the industrial receptor closest to the project site (i.e., SR 1) and thus, would not exceed the applicable FTA threshold for daytime construction noise (i.e., 100 dBA L_{eq}) or the City threshold for nighttime construction noise (i.e., 70 dBA L_{eq}) at the nearest industrial receptor. However, both daytime and nighttime construction activities would result in a substantial noise increase at SR 6, the receptor nearest to the project site, Project #12, and Project #13, and the industrial receptor nearest to the project site (i.e., SR 1). Mitigation Measure 3.11-1 would require the project applicant to implement noise reduction features which would reduce construction noise levels by approximately 10 dBA. However, even with the implementation of Mitigation Measure 3.11-1, nighttime construction noise levels would exceed the applicable noise increase threshold (i.e., 10 dBA) at the nearest industrial receptors. Although construction activities at the three project sites would result in a substantial cumulative noise increase, Mitigation Measure 3.11-1 would reduce the proposed project's contribution to cumulative noise by approximately 4 dBA. Therefore, the proposed project contribution would be less than cumulatively considerable with mitigation. Cumulative impacts would be less than significant with mitigation.

OPERATIONAL NOISE

Cumulative Impact 4.3.11-2: Cumulative Traffic Noise

Implementation of the proposed project would result in increases in traffic volumes along affected roadway segments and would potentially generate an increase in traffic noise levels. Table 4-4 summarizes the increase in traffic-related noise on project-affected roadway segments under cumulative and cumulative plus project conditions.

Table 4-4 Predicted Increases in Traffic Noise Levels

Roadway Segment	Cumulative Conditions Noise Levels (dBA CNEL)[1]	Cumulative + Project Noise Levels (dBA CNEL)[1]	Predicted Change (dBA)[2]	Applicable Increase Threshold (dB)	Exceeds Applicable Threshold?
Etiwanda Avenue; North of Foothill Boulevard	67.5	67.6	0.1	1.5	No
Foothill Boulevard; Rochester Avenue to I-15 SB Ramps	74.9	74.9	0.0	1.0	No
Foothill Boulevard; I-15 NB Ramps to Etiwanda Avenue	75.1	75.2	0.1	Any Increase	Yes
Foothill Boulevard; East of Etiwanda Avenue	73.9	73.9	0.0	1.0	No
Milliken Avenue; North of Arrow Route	71.6	71.6	0.0	1.0	No
Rochester Avenue; North of Arrow Route	69.3	69.3	0.0	1.5	No
Etiwanda Avenue; Foothill Boulevard to Arrow Route	71.2	71.3	0.1	1.0	No
Arrow Route; West of Milliken Avenue	68.8	68.9	0.0	1.5	No
Arrow Route; Milliken Avenue to Rochester Avenue	72.4	72.4	0.0	1.0	No
Arrow Route; Rochester Avenue to Etiwanda Avenue	72.1	72.0	0.0	1.0	No
Arrow Route; East of Etiwanda Avenue	70.2	70.2	0.0	1.0	No
Milliken Avenue; Arrow Route to 6th Street	72.5	72.5	0.0	1.0	No
Etiwanda Avenue; Arrow Route to 6th Street	75.3	75.4	0.1	Any Increase	Yes

Roadway Segment	Cumulative Conditions Noise Levels (dBA CNEL)[1]	Cumulative + Project Noise Levels (dBA CNEL)[1]	Predicted Change (dBA)[2]	Applicable Increase Threshold (dB)	Exceeds Applicable Threshold?
Whittram Avenue; East of Etiwanda Avenue	66.3	66.3	0.0	1.5	No
6th Street; West of Milliken Avenue	70.0	70.1	0.1	1.0	No
6th Street; Milliken Avenue to Etiwanda Avenue	67.0	67.2	0.2	1.5	No
Milliken Avenue; 6th Street to 4th Street	73.3	73.3	0.0	1.0	No
Etiwanda Avenue; 6th Street to E 4th Street	75.8	75.9	0.1	Any Increase	Yes
4th Street; West of Milliken Avenue	71.6	71.7	0.1	1.0	No
4th Street; Milliken Avenue to I-15 SB Ramps	72.9	73.0	0.1	1.0	No
4th Street; I-15 NB Ramps to Etiwanda Avenue	73.8	73.8	0.1	1.0	No
E 4th Street; East of Etiwanda Avenue	72.4	72.4	0.0	1.0	No
Milliken Avenue; South of 4th Street	74.1	74.1	0.0	1.0	No
Etiwanda Avenue; E 4th Street to I-10 WB Ramps	75.5	75.5	0.0	Any Increase	No
Etiwanda Avenue; South of I-10 EB Ramps	76.7	76.7	0.0	Any Increase	No

Notes: CNEL = Community Noise Equivalent Level; dBA = a-weighted decibel; NB = northbound; SB = southbound; EB = Eastbound; WB = westbound

[1] The traffic noise levels are modeled 50 feet from the centerline. All modeling assumes average pavement, level roadways (less than 1.5% grade), and constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels. Refer to Appendix H for detailed traffic noise modeling input data and modeling results.

[2] Discrepancies in predicted change are due to rounding.

Source: Data provided by Fehr & Peers (2024); modeled by Ascent in 2024.

Cumulative noise levels without the proposed project would range from approximately 67 dBA CNEL to approximately 77 dBA CNEL (Table 4-4). Thus, there would be a significant cumulative noise impact without the proposed project. Implementation of the proposed project would result in traffic noise level increases of approximately 0.2 dBA CNEL or less along affected roadway segments. The City defines any increase in noise to be substantial in areas where existing noise levels are above 75 dBA CNEL. Therefore, noise on three roadways would be considered to result in a substantial noise increase (Table 4-4). Traffic noise increases under cumulative-plus-project conditions would be less than 1.0 dBA CNEL for all roadways, three roadways would result in a substantial noise increase In typical noise environments, changes in noise of 1 to 2 dB are generally imperceptible (Caltrans 2013). Therefore, implementation of the proposed project would not result in a considerable contribution to a cumulatively significant impact.

Cumulative Impact 4.3.11-3: Cumulative Stationary Noise Sources

Mechanical Equipment

As previously mentioned, there are four proposed projects located within 500 feet of the project site. New stationary noise sources (i.e., HVAC equipment and diesel generators) associated with the proposed project in combination with past, present, and reasonably foreseeable future projects would have the potential to contribute to cumulative increases in operational noise. Although operational noise associated with the project could result in a substantial noise increase, stationary noise from mechanical noise sources (i.e., HVAC equipment and diesel generators) is generally limited to the vicinity of individual project sites and would not combine to produce noise levels that exceed noise standards at nearby receptors and would not combine to produce a substantial increase (i.e., 5 dBA or 10 dBA increase) with other stationary equipment in the overall area to result in a cumulative effect. For these reasons, noise from mechanical equipment associated with the project would not exceed applicable City standards or result in a long-term substantial increase in noise. Therefore, this cumulative impact would be less than significant. As such, the

project's incremental contribution to the less-than-significant cumulative effects related to stationary noise associated with mechanical equipment would not be cumulatively considerable.

Loading Dock Activity

A reference noise level obtained by an Ascent noise specialist during a site visit at the Anheuser Busch Santa Fe Springs Distribution Center at 12065 Pike Street, Santa Fe Springs, CA was used to determine loading dock noise that would result from implementation of the proposed project. The noise level measured during loading dock activities was 59.3 dBA L_{eq} at 100 feet (Ascent 2023). The reference noise level was used to calculate the combined noise level (i.e., noise from loading dock activity at the proposed project site, Project #12 site and Project #13 site) at the receptor closest to all three project sites (i.e., SR 6) and the receptor closest to the proposed project site (i.e., SR 1). At the industrial receptor closest to all three project sites (i.e., SR 6) cumulative noise levels from loading dock activity from the three sites (i.e., proposed project site, Project #12 site, and Project #13 site) could be up to 56.0 dBA L_{eq} and thus would not exceed the industrial noise threshold of 80 dBA $L_{eq.}$ Additionally, cumulative noise levels from loading dock activity at SR 6 would not result in a substantial noise increase in daytime or nighttime noise (see Appendix H for noise modeling inputs). At the industrial receptor closest to the project site (i.e., SR 1), cumulative noise levels from loading dock activity could reach levels as high as 50.5 dBA L_{eq}, which would not exceed the industrial threshold of 80 dBA L_{eq}. Additionally, cumulative noise levels from loading dock activity would not result in a substantial increase in noise at SR 1. When combining existing noise levels with cumulative loading dock activity noise, no nearby receptors would be exposed to substantial noise level increases and thus, loading dock activity would not result in a substantial temporary increase in daytime noise levels. Therefore, this cumulative impact would be less than significant. As such, the project's incremental contribution to the less-than-significant cumulative effects related to stationary noise associated with loading dock activity would not be cumulatively considerable.

Truck Movements

To evaluate anticipated cumulative noise from truck movements, reference noise levels measurements taken by Ascent at similar facilities are used. The reference noise measurements captured truck movement activities that would be typical of the proposed project, such as driving down a street and passing through a gate to enter or leave the facility. Average noise levels associated with truck movements were 65.8 dBA L_{eq} at 16 feet (Ascent 2023). The reference noise level was used to calculate the combined noise level (i.e., noise from truck movements at the proposed project site, Project #12 site and Project #13 site) at the receptor closest to all three project sites (i.e., SR 6) and the receptor closest to the proposed project site (i.e., SR 1). At the industrial receptor closest to all three project sites (i.e., SR 6) cumulative noise levels from truck movements from the three sites (i.e., proposed project site, Project #4 site, Project #13 site) could reach levels as high as 78.9 dBA L_{eq}. Cumulative noise levels from truck movements would result in noise levels as high as 53.1 dBA L_{eq} at the receptor closest to the project site (i.e., SR 1). Therefore, cumulative noise from truck movements would not exceed the industrial noise threshold of 80 dBA $L_{eq.}$ Additionally, cumulative noise levels at SR 1 would not be substantial (i.e., greater than 10 dBA). However, cumulative noise levels would result in a substantial increase in daytime noise (i.e., 20.8 dBA) and nighttime noise (i.e., 26.8 dBA) at SR 6 (see Appendix H for noise modeling inputs). However, truck movement would be temporary as the truck is moving along the roadway and would not affect any one area for extended periods. Therefore, individual receptors' exposure to increased noise would be limited. Additionally, a substantial increase in noise itself does not necessarily constitute a significant noise impact if overall noise exposure is below an acceptable level (FTA 2018). Cumulative truck movement noise would not exceed the applicable threshold of 80 dBA L_{eq} at any surrounding industrial receptors, and thus would be below the acceptable City noise level for industrial uses. Furthermore, the surrounding receptors are not considered noise-sensitive, as they are not locations where people sleep or where quiet is necessary for work. For these reasons, there would not be a cumulative impact related to truck movements and the proposed project would not result in a cumulatively considerable impact.

4.3.12 Public Services

Cumulative Impact 4.3.12-1: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

The geographic context for evaluating cumulative impacts related to fire protection services consist of the applicable service area designated for the Rancho Cucamonga Fire Protection District (RCFPD), which encompasses 50 square miles inclusive of both the City and its Sphere of Influence (SOI). Cumulative development within the RCFPD service area, in combination with the project, would increase demand for fire protection and emergency medical services as population growth and development increases. This increased demand from cumulative development in combination with the project has the potential to affect existing service levels and response times established for the RCFPD and/or could require the construction of new facilities or modification of existing facilities, which would result in a cumulatively significant impact.

As discussed in Section 3.12, "Public Services," the City's General Plan anticipates that the City's permanent population will increase by approximately 60,000 residents over the next 20 years. Additionally, the General Plan anticipates an increase in the number of businesses, including commercial, industrial, and warehouse/distribution businesses, which will operate in the City. According to the EIR for the City's General Plan, the anticipated increase in population and businesses can be adequately served by existing fire stations and the planned opening of Stations 178 and 179. These fire stations would ensure that RCFPD maintains the existing level of service while serving increases in the population and businesses in the City (City of Rancho Cucamonga 2021b).

As stated in Table 4-2, in addition to the project, approximately 5,804 residential units, 179,315 sf of commercial uses, and 7,962,958 sf of industrial uses are anticipated to be developed within the RCFPD service area in the foreseeable future. Therefore, development of the cumulative projects listed in Table 4-2 would not result in unplanned population growth in the City that would increase effects on RCFPD service ratios and response times beyond what is anticipated under the General Plan. In addition, the City requires new development projects to undergo its planning application process, which requires developers to pay development impact fees for public services, including fire protection services. These fees, as well as other funding sources, allow for the expansion of RCFPD staff, equipment, and facilities to accommodate future demand for fire protection services and allow the RCFPD to continue to maintain acceptable service ratios, response times, and other performance objectives as growth and development occurs within the city. Therefore, with these safeguards in place, cumulative effects related to maintaining adequate fire protection services within the RCFPD service area are considered less than significant.

As described in Section 3.12, "Public Services," implementation of the proposed project would result in increased demand for fire protection and emergency medical response services from the RCFPD, especially as the project site is vacant. However, the proposed project would not result in unplanned population growth in the City that would increase the demand for fire protection services or affect RCFPD service ratios and response times beyond what is projected under the City's General Plan. Additionally, the proposed project would pay all applicable development fees associated with fire protection services and would comply with all regulations governing fire prevention and safety, such as those established in the California Building Code, California Fire Code, California Health and Safety Code, and California Occupational Safety and Health Regulation, thus reducing the demand for RCFPD services. Therefore, since the proposed project would not cause the RDFPD to exceed its service standards nor would necessitate the construction or expansion of RCFPD facilities, the project's incremental contribution to the less-than-significant cumulative impact related to fire protection services would not be cumulatively considerable.

Cumulative Impact 4.3.12-2: Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

The geographic context for evaluating cumulative impacts related to police protection services consists of the service area designated for the San Bernardino County Sheriff's Department (SBCSD), which serves the City through a contractual arrangement. Cumulative development within the SBCSD service area, in combination with the project,

would increase demand for police protection services as population growth and development increases. This increased demand from cumulative development in combination with the project has the potential to affect existing service levels and response times established for the SBCSD and/or could require the construction of new facilities or modification of existing facilities, which would result in a cumulatively significant impact.

The City's General Plan anticipates that the City's permanent population will increase by approximately 60,000 residents along with an increase in the number of businesses, including commercial, industrial, and warehouse/distribution businesses, which will operate in the City over the next 20 years. According to the EIR for the City's General Plan, the incremental development resulting from implementation of the General Plan would result in the demand for approximately 37 additional law enforcement officers to maintain the current level of service. The increase in demand for police services would be met through the hiring of additional staff, as needed, and no additional police stations would be required to support additional officers anticipated under implementation of the General Plan (City of Rancho Cucamonga 2021b).

As discussed above under Cumulative Impact 4.3.12-1, development of the cumulative projects listed in Table 4-2 is anticipated to add an additional 5,804 residential units, 179,315 sf of commercial uses, and 7,962,958 sf industrial uses within the SBCSD service area. However, this level of growth was accounted for in the City's General Plan and evaluated within the city's General Plan EIR and does not constitute unplanned growth within the SBCSD service area. In addition, the City requires new development projects to undergo its planning application process, which requires developers to pay development impact fees for public services, including police protection services. These fees, as well as other funding sources, allow for the expansion of SBCSD staff, equipment, and facilities to accommodate future demand for police protection services and allow the SBCSD to continue to maintain acceptable service ratios, response times, and other performance objectives as growth and development occurs within the city. Therefore, with these safeguards in place, cumulative effects related to maintaining adequate police protection services within the SBCSD service area are considered less than significant.

As described in Section 3.12, "Public Services," implementation of the proposed project would result in increased demand for police protection services from SBCSD, especially as the project site is currently undeveloped. However, the proposed project would not result in unplanned population growth in the City that would increase the demand for police protection services or affect SBCSD service ratios and response times beyond what is projected under the City's General Plan. When accounting for the new SBCSD staff that would be added under implementation of the General Plan, SBCSD would have adequate facilities and staff to provide police protection services for the proposed project. Additionally, the proposed project would include Crime Prevention Through Environmental Design principles, which would reduce demand for SBCSD services. Therefore, since the proposed project would not cause the SBCSD to exceed its service standards nor would necessitate the construction or expansion of SBCSD facilities, the project's incremental contribution to the less-than-significant cumulative impact related to police protection services would not be cumulatively considerable.

4.3.13 Transportation

Cumulative Impact 4.3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The geographic context for evaluating cumulative impacts related to conflicting with a program, plan, ordinance, or policy addressing the circulation system consists of the City. A significant cumulative impact would occur if cumulative projects, in combination with the proposed project, would increase environmental effects to the City's circulation system by conflicting with adopted plans, policies, or ordinances established to regulate the City's circulation system.

Future development within the city would increase the demand on the City's circulation system, including alternative transportation, as well as could result in changes to the existing circulation system based on projects' design, which could conflict with adopted plans, policies, or ordinances. However, each project developed within the city would be required to undergo planning and design review, where the City would ensure consistency with adopted plans, policies, or ordinances established to regulate the City's circulation system. In addition, cumulative development

would be subject to CEQA, which requires an evaluation of potential environmental impacts associated with conflicting adopted plans, policies, or ordinances established to regulate the City's circulation system as well as requires the incorporation of mitigation to reduce significant impacts to the greatest extent feasible. For these reasons, the cumulative effects related to conflicting with a program, plan, ordinance, or policy addressing the circulation system are considered less than significant within the cumulative study area.

As discussed in Section 3.13, "Transportation," similar to other cumulative projects, the proposed project would be consistent with adopted plans, policies, or ordinances established to regulate the City's circulation system and would include the implementation of pedestrian facilities consistent with the City's General Plan. Additionally, the proposed project would not adversely affect any existing or planned bicycle, pedestrian, or transit services or facilities in the vicinity of the project site. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system. As such, the project's incremental contribution to the less-than-significant cumulative impact related to conflicting with a program, plan, ordinance, or policy addressing the circulation system would not be cumulatively considerable.

Cumulative Impact 4.3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled

The geographic context for evaluating cumulative impacts related to conflicting with CEQA Guidelines Section 15064.3(b) consists of the City. A significant cumulative impact related to VMT would occur if cumulative projects, in combination with the proposed project, would cumulatively increase VMT within the city above adopted thresholds.

All development projects within the city are subject to the City's adopted VMT thresholds established in the General Plan as well as within the Transportation Impact Assessment (TIA) Guidelines. The VMT thresholds in the General Plan are established as a VMT per employee threshold while the TIA Guidelines include a cumulative link-level boundary VMT threshold. Each cumulative project would be required to be evaluated based on the VMT thresholds established in both the General Plan and TIA Guidelines, which includes both project-level and cumulative assessments. Due to the urban nature of the City combined with the addition of future development, cumulative VMT impacts are considered significant to be conservative as it is unknown at this time whether mitigation would be feasible to fully reduce impacts below the established VMT thresholds. For this reason, the cumulative effects related to VMT are considered significant within the cumulative study area.

As discussed in Section 3.13, "Transportation," because the VMT threshold established by the City's TIA Guidelines require an evaluation of the project in a cumulative context, the project-specific analysis is cumulative in nature. As discussed in Section 3.13, based on the cumulative link-level boundary VMT threshold, the project would result in significant impacts even with implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d. Therefore, the project's incremental contribution to the significant cumulative VMT impact would be cumulatively considerable and cumulative impacts would be significant and unavoidable.

Cumulative Impact 4.3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The geographic context for evaluating cumulative impacts related to increasing roadway hazards through either a geometric design feature or incompatible uses consists of the City. A significant cumulative impact related to increased roadway hazards would occur if cumulative projects, in combination with the proposed project, would result in roadway hazards through the introduction of new hazardous roadway patterns or incompatible uses.

As shown in Table 4-2, cumulative projects within the cumulative study area consists of industrial, commercial, and/or residential projects and as such, would not introduce incompatible uses, such as farm equipment, to the City's circulation system. In regard to hazardous roadway features or patterns, each cumulative project within the city would be required to be consistent with the roadway and driveway development standards and emergency access requirements established in the RCMC as well as industrywide safety standards and regulations, which would ensure that projects minimize hazardous roadway features, such as sharp turns, limited sight ingress and egress, and dangerous intersections. Compliance with the City's development standards and roadway requirements would be

enforced as part of the design review and building permit process. In addition, each cumulative project would be evaluated in accordance with CEQA to address potential impacts on increased roadway hazards and would identify necessary mitigation measures, where appropriate. For these reasons, the cumulative effects related to increasing roadway hazards through either a geometric design feature or incompatible uses are considered less than significant within the cumulative study area.

As discussed in Section 3.13, "Transportation," the proposed project would comply with all City and industrywide safety standards and regulations related to construction activities, including those specified in Chapter 12.03 of the City Municipal Code related to construction and encroachment. Additionally, the proposed project design would be required to meet local design standards, such as the City of Rancho Cucamonga Standard Drawings and design guidelines provided in Chapter 17.120 and Section 17.122.030 of the Municipal Code and would be subject to review by City staff to ensure that applicable design standards and regulations are met to minimize transportation hazards during construction and operations. Therefore, the proposed project would not increase roadway hazards through either a geometric design feature or incompatible uses. As such, the project's incremental contribution to the less-than-significant cumulative impact related to increasing roadway hazards through either a geometric design feature or incompatible use would not be cumulatively considerable.

Cumulative Impact 4.3.13-4: Result in Inadequate Emergency Access

The geographic context for evaluating cumulative impacts related to resulting in inadequate emergency access consists of the City. A significant cumulative impact related to inadequate emergency access would occur if cumulative projects, in combination with the proposed project, would interfere or obstruct emergency access within the city based on project design features.

The Rancho Cucamonga Fire Protection District would provide fire protection and emergency response services within the city, including the cumulative projects listed in Table 4-2 as well as the project. All cumulative projects within the city would be required to comply with the 2022 California Fire Code, adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58 as well as all other applicable federal, state, and local laws and regulations related to emergency access. In addition, all cumulative projects would be designed in accordance with City design standards including the City's Standard Drawings and design guidelines provided in Chapter 17.120 and Section 17.122.030 of the Municipal Code to ensure adequate emergency access during construction and operation. Compliance with the applicable fire and building codes and building standards would be enforced by the City as part of its design review and building permit process. For these reasons, the cumulative effects related to inadequate emergency access are considered less than significant within the cumulative study area.

As discussed in Section 3.13, "Transportation," the proposed project would be required to follow all Rancho Cucamonga Fire Protection District, City, and State standards and regulations to ensure that emergency vehicle access is provided during construction and operations. Additionally, the proposed project would also be subject to City review to ensure that applicable design standards and regulations are met and adequate emergency access to the proposed project would be provided. Therefore, the proposed project would not result in inadequate emergency access. As such, the project's incremental contribution to the less-than-significant cumulative impact related to inadequate emergency access would not be cumulatively considerable.

4.3.14 Utilities and Service Systems

Cumulative Impact 4.3.14-1: Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

The geographic context for evaluating cumulative impacts related to the need for expanded utility facilities or services consist of the applicable service areas of Cucamonga Valley Water District (CVWD), Inland Empire Utilities Agency (IEUA), Burrtec Waste Industries, Rancho Cucamonga Municipal Utility (RCMU), and Frontier Communications. A significant cumulative impact related to increase the demand for new and expanded utility infrastructure could occur

if cumulative development projects, in combination with the project, would increase demand on existing utilities and their facilities to the point where additional capacity and/or facilities would need to be constructed to continue to adequately serve their service areas.

Future development within the city would increase the demand for new and expanded utility infrastructure, the relocation or construction of which could cause significant environmental effects. However, each project developed within the city would be required to undergo planning and design review, where the City would ensure adequate utility capacity is available to serve the project as well as that the project would be able to connect to the existing utility systems. In addition, cumulative development would be required to contribute fair share funding to fund necessary expansion of utility infrastructure and conduct appropriate CEQA analyses to evaluate potential environmental impacts of utility relocation, construction, or expansion. Through payment of fair share contributions, utility providers would be able to increase utility capacity as future development occurs within their service areas. For these reasons, the cumulative effects related to increased demand for new and expanded utility infrastructure are considered less than significant within the cumulative study area.

As described in Section 3.14, "Utilities and Service Systems," the project would require utility infrastructure extensions to serve the project's water supply, wastewater, stormwater drainage, and electrical demands. All water supply, wastewater, stormwater, and electrical infrastructure would be installed within the project site or adjacent roadway rights-of-way and impacts associated with construction of new or extended utility infrastructure are analyzed throughout this Draft EIR. The project's anticipated water, wastewater, stormwater, and electrical demands would all be within the available capacity of existing utilities and services, due to the relatively minimal increase in demand that the project would generate relative to available capacity. Furthermore, all applicable fair share contribution fees would be paid by the project applicant prior to obtaining building approval, which would ensure impacts to utility providers are further minimized. Because of these requirements and the project's relatively small use of available capacity of the existing utility infrastructure, the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.14-2: Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

The geographic context for evaluating cumulative impacts related to the water supply consists of the applicable service area of the CVWD. A significant cumulative impact to water supply could occur if cumulative projects, in combination with the project, would increase demand for water above the projected water supplies of the CVWD.

The CVWD's 2020 Urban Water Management Plan (UWMP) describes the availability of water and discusses water use, recycled water use, and water conservation through buildout of the General Plan in 2045. The UWMP shows that the City would have an adequate amount of water supplies to meet demands during normal, single dry, and multiple dry years until 2045. Additionally, the CVWD has flexibility to increase groundwater production from the Chino Basin and purchase additional imported water supplies to meet its total water demand. Cumulative projects that are within the buildout projections of the City's General Plan would also be considered to be accounted for within the CVWD's 2020 UWMP. However, cumulative projects that are not consistent with the buildout of the General Plan would be required to prepare a project-specific water supply assessment (WSA) or equivalent water evaluation to demonstrate that the project would not increase water demand above projected water supplies in accordance with CEQA. In the event that a project would impact water supplies, mitigation measures and/or payment of utility fees would be required to minimize impacts. For these reasons, the cumulative effects related to water supplies are considered less than significant within the cumulative study area.

As discussed in Section 3.14, "Utilities and Service Systems," a WSA was prepared for the project to ensure that long term water supplies are sufficient to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. The WSA concluded that implementation of the proposed project would not result in an increase in demand for water supplies, and that the CVWD would have adequate water supplies to serve the project in all water year types. Therefore, the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.14-3: Result in a Determination by the Wastewater Treatment Provider which Serves or May Serve the Project Determined that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

The geographic context for evaluating cumulative impacts related to the wastewater conveyance and treatment consists of the applicable service areas of the CVWD and IEUA. A significant cumulative impact to wastewater could occur if cumulative projects, in combination with the project, would increase demand for wastewater treatment above the existing capacities of the CVWD and IEUA.

Within the City, wastewater conveyance is handled by the CVWD and is treated at IEUA Wastewater Treatment facilities to be processed into recycled water. Regional sewer lines within the CVWD's service area deliver wastewater to IEUA's Regional Water Recycling Plant No. 1 (RP-1) and RP-4 for treatment. These two IEUA facilities have a combined total capacity of 58 million gallons per day (MGD), with RP-1 having a capacity of 44 MGD and RP-4 having a capacity of 14 MGD. According to the CVWD's 2020 UWMP, the CVWD collects approximately 11.9 MGD for the entire service area, which is within the combined RP-1 and RP-4's available capacity of 58 MGD. While the CVWD and IEUA has adequate wastewater conveyance and treatment capacity, cumulative projects within the city would be required to demonstrate that the project would not increase wastewater conveyance and treatment demand above projected capacity established by the CVWD and IUEA during the environmental and planning review process. In the event that a project would impact wastewater conveyance and treatment capabilities, mitigation measures and/or payment of utility fees would be required to minimize impacts in accordance with CEQA. For these reasons, the cumulative effects related to wastewater are considered less than significant within the cumulative study area.

As discussed in Section 3.14, "Utilities and Service Systems," the proposed project is expected to produce approximately 0.28 MGD, which would result in a minimal increase to the average flow of the CVWD and IEUA's wastewater facilities. Due to the large capacities of RP-1 and RP-4, both treatment plants would have the potential to provide more than adequate capacity to treat all increases in wastewater generation for buildout of the proposed project. Therefore, the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.14-4: Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals

The geographic context for evaluating cumulative impacts related to the generating of excessive solid waste consists of the applicable service area of Burrtec Waste Industries. A significant cumulative impact related to generation of excessive solid waste could occur if cumulative projects, in combination with the project, would increase generation of solid waste above State and local standards and/or exceed the capacity of Burrtec Waste Industries facilities.

Solid waste generated within the city is collected and disposed of by Burrtec Waste Industries. Solid within the city would be sent to the West Valley Material Recovery Facility (MRF) for processing, Soil Safe for disposal of permitted non-hazardous concrete/soil waste, or the Mid-Valley Landfill. As of 2021, Mid-Valley Landfill has a daily permitted capacity of 7,500 tons per day (tons/day), a remaining capacity of 61,219,377 cubic yards (cy), with an anticipated closure date of 2045. Soil Safe is permitted to receive a maximum of 5,000 tons per day, and 1,680 tons per day of soil processed through the recycling unit (CalRecycle 2024). Therefore, the Mid-Valley Landfill and Soil Safe have adequate capacity to accommodate the development of the cumulative projects listed in Table 4-2. In addition, all cumulative development projects are required to comply with the applicable federal, state, and local laws, regulations, and policies related to solid waste, which would ensure recycling and diversion goals are met. Cumulative development would be required to demonstrate an adequate capacity of utilities and services, including solid waste disposal, before project approval. For these reasons, the cumulative effects related to excessive solid waste are considered less than significant within the cumulative study area.

As described in Section 3.14, "Utilities and Service Systems," the project is anticipated to generate approximately 3.9 tons per day during construction and 4.2 tons per day during operation. As such, construction and operation of the proposed project would not exceed the capacity of the Mid-Valley Landfill or Soil Safe facility. Additionally, project compliance with Rancho Cucamonga Municipal Code Section 8.17, the Integrated Waste Management Act, CALGreen

Building Code Standards, and General Plan Policies PR-6.1 and PR-6.2. Regulatory compliance would ensure recycling and diversion of construction solid waste to the greatest extent possible, which would reduce the amount of solid waste being accepted at the Mid-Valley Landfill and Soil Safe facility. Therefore, the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

Cumulative Impact 4.3.14-5: Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

The geographic context for evaluating cumulative impacts related to the conflicts with solid waste regulations consists of the City. A significant cumulative impact could occur if cumulative projects, in combination with the project, would not comply with federal, State, and local standards established for solid waste.

All cumulative projects within the city would be required to comply with the applicable laws and regulations established for solid waste, which would be enforced during the City's planning and development review process. In addition, cumulative projects requiring discretionary approval would be subject to CEQA, which would require incorporation of mitigation measures to reduce any significant environmental impacts associated with conflicting with an applicable solid waste law, policy, or regulation to the greatest extent feasible. With the safeguards of the City's development review process and the environmental review process under CEQA in place, the cumulative effects related to conflicting with solid waste regulations are considered less than significant within the cumulative study area.

As discussed in Section 3.14, the project would comply with all applicable federal, State, and local regulations regarding solid waste, including the State's Integrated Waste Management Act; the solid waste policies included in the City General Plan; Section 8.17 of the Rancho Cucamonga Municipal Code; CALGreen Building Code Standards; and AB 1826. In addition, as discussed in Section 3.8, "Hazards and Hazardous Materials", construction of the proposed project would involve the transport, use, storage, and disposal of hazardous materials, as well as the potential for warehousing and distribution of chemical and materials for industrial and commercial uses. The project would be required to comply with Cal/OSHA and the SWRCB Construction General Permit to minimize the potential risk of a spill or accidental release of hazardous materials through routine disposal during proposed project construction activities and operations. Hazardous waste would be transferred and disposed of at the Chemical Waste Management or the Clean Harbors Aragonite facilities to minimize potential harmful effects during the handling of hazardous materials. Therefore, with regulatory compliance and implementation of mitigation, the project's incremental contribution to this less-than-significant cumulative impact would not be cumulatively considerable.

5 ALTERNATIVES

5.1 INTRODUCTION

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "…shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "… feasibly attain most of the basic objectives of the project …"), CCR Section 15126.6(f) (1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

5.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is

feasible or infeasible is made by the lead agency's decision-making body, here the City of Rancho Cucamonga (See PRC Sections 21081.5, 21081[a] [3].)

5.2.1 Project Objectives

As discussed in Chapter 2, "Project Description," the following are the objectives for the proposed project:

- Develop a vacant, underutilized site that implements the General Plan's vision for a modernized industrial employment district in the Southeast Industrial Area.
- Remove hazardous materials from the project site to enable industrial development compatible with human health standards.
- Locate near compatible land uses and businesses and avoid conflicts with residential and other sensitive land uses.
- Develop in proximity to available infrastructure, such as designated truck routes, the State highway system, and utilities, with connections to the Southern California supply chain and goods movement network.
- Provide a complete network of streets and access routes to increase access and improve public safety in the Southeast Industrial Area.
- Increase the number and quality of employment opportunities in the city to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs-to-housing balance.
- Maximize the rate of economic activity per acre of land to increase the City's tax base and increase overall economic development in the city.

5.2.2 Environmental Impacts of the Proposed Project

Sections 3.1 through 3.14 of this Draft EIR address the environmental impacts of implementation of the proposed project. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant, and potentially significant, adverse impacts of the project, as identified in Chapter 3 of this Draft EIR and summarized below. If an environmental issue area analyzed in this Draft EIR is not addressed below, it is because no significant impacts were identified for that issue area. One significant and unavoidable environmental impacts resulting from the project is identified, and 11 environmental issue areas have significant impacts that can be reduced to less-than-significant levels with mitigation, as follows:

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Transportation:

- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled (VMT)

LESS-THAN-SIGNIFICANT IMPACTS WITH MITIGATION

Air Quality:

- Impact 3.2-2: Generate Construction and Operational Emissions in Exceedance of South Coast Air Quality Management District's (SCAQMD's) Mass Emission Thresholds
- Impact 3.2-4: Expose Sensitive Receptors to Toxic Air Contaminant (TAC) Concentrations that Result in an Incremental Increase in Cancer Risk Greater than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater

Archaeological, Historical, and Tribal Cultural Resources:

- Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources
- Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Biological Resources:

- Impact 3.4-1: Result in Degradation or Loss of State or Federally Protected Aquatic Resources

Energy:

- Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation
- Impact 3.5-2: Conflict With or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Geology and Soils:

- Impact 3.6-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Greenhouse Gas Emissions and Climate Change:

- Impact 3.7-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment or Conflict with GHG Plans

Hazards and Hazardous Materials:

- Impact 3.8-2: 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 Environment

Noise and Vibration:

- Impact 3.11-1: Project-Related Short-Term Construction Noise Impacts

5.3 ALTERNATIVES CONSIDERED BUT NOT EVALUATED FURTHER

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.).

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.).

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following alternative was considered by the City of Rancho Cucamonga but is not evaluated further in this Draft EIR.

5.3.1 Alternative Location

When a lead agency considers alternatives to a project, "the key question and first step" is whether "putting the project in another location" would avoid or substantially lessen the project's significant impacts (CEQA Guidelines Section 15126.6[f][2][A]). If no feasible alternative locations exist, the lead agency must disclose the reasons for this conclusion in the EIR.

CEQA Guidelines Section 15126.6(f) requires consideration of an alternative location that the Applicant would be reasonably able to acquire, control, or gain access to develop. Under this alternative, an alternative location would be chosen and would substantially reduce or avoid potential environmental impacts. While there may be other vacant properties within the City, which could be similar in size to the project site, no feasible alternative locations exist for the proposed project for the reasons described herein.

The project site is located within the City's Southeast Industrial Area, which is an industrial and warehouse district designated by the City with the intention of clustering industrial and warehouse operations in proximity to similar uses and buffered from non-industrial uses. While there could be similarly sized vacant lots outside of the Southeast Industrial Area, these alternative locations would create a land use conflict by siting an industrial use in a non-industrial area, which would conflict with the City's approach to land use planning. In addition, by locating the proposed project in an alternative location outside of the Southeast Industrial Area, this alternative location would be adjacent to residential, commercial, or other high human-occupied uses (i.e., schools, hospitals, etc.), which would create additional and/or increase severity of environmental effects due to the proximity of industrial uses and human activity. Therefore, an alternative location outside of the Southeast Industrial Area would not achieve the project objectives of (1) developing a vacant, underutilized site that implements the General Plan's vision for a modernized industrial employment district in the Southeast Industrial Area; (2) locating the project near compatible land uses and businesses and avoid conflicts with residential and other sensitive land uses; (3) developing the project in proximity to available infrastructure, such as designated truck routes, the State highway system, and utilities, with connections to the Southern California supply chain and goods movement network; and (4) providing a complete network of streets and access routes to increase access and improve public safety in the Southeast Industrial Area.

Moreover, while there could be alternative locations within the Southeast Industrial Area similar in size to the project site, the difference between this alternative location and the project site would not be great enough to reduce the significant environmental impacts of the proposed project as this alternative location would have characteristics very similar to the project site due to its location within the Southeast Industrial Area. Lastly, the project applicant already has ownership control over the project site and does not control other undeveloped property of similar size that is not currently identified for development within the Southeast Industrial Area or within other industrial areas of the city. It would not be economically feasible for the project applicant to put the proposed project in another location because doing so would require the project applicant to sell the project site and pay for the high cost of purchasing another site within the Southeast Industrial Area. Therefore, it is for these reasons that the alternative location alternative was considered but rejected from further evaluation within this Draft EIR.

5.4 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

The three alternatives listed below present a reasonable range of alternatives to the proposed project. The analysis in this section focuses on significant impacts attributable to each alternative and the ability of each alternative to meet basic project objectives. The following provides a summary of the three alternatives evaluated in this Draft EIR, with additional details provided in the discussions below:

- **Alternative 1: No Project–No Development Alternative.** The No Project – No Development Alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of not approving the project by leaving the project site in its currently vacant, undeveloped state as it is under existing conditions.

- **Alternative 2: Reduced Project with Battery Energy Storage System (BESS) Alternative**. The Reduced Project with BESS Alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the size of the project's building square footage and overall footprint, while introducing a new BESS facility on-site. Specifically, Alternative 2 would remove the southwestern parcel from the project boundary and consist of two warehouse buildings totaling 736,084 square feet (sf) with 137 loading docks, a new BESS facility on approximately 11.6 acres in the western portion of the project site, and a new City-owned 230 kilovolt (kV) electrical substation in the southeastern portion of the project site.
- **Alternative 3: Reduced Project with Truck Parking Alternative.** The Reduced Project with Truck Parking Alternative allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the size of both the project site and project while introducing a new truck parking lot on-site. Specifically, Alternative 3 would remove the southwestern parcel from the project boundary and would consist of two warehouse buildings totaling 736,084 sf with 137 loading docks. In addition, a new 373-stall truck parking lot would be provided in the western portion of the project site while a new City-owned 230 kV electrical substation would be constructed in the southeastern portion of the project site.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided below.

5.4.1 Alternative 1: No Project–No Development Alternative

DESCRIPTION OF ALTERNATIVE

CEQA requires a "no project" alternative to be evaluated in an EIR. Alternative 1, No Project–No Development Alternative, assumes that the proposed project would not be approved and that no new development would occur on the project site in the future; the existing physical conditions of the project site would not change. Under this alternative, the project site would not be developed as contemplated by the proposed project and would remain vacant and undeveloped. The project site would remain as it is under existing conditions, consisting of a vacant parcel with previously disturbed bare ground, piles of crushed concrete and discarded concrete pipe, gravel piles, exposed soils with sparse native grass and weed growth, and minimal impervious surface area. No construction, including remediation of existing contamination, or operation activities would occur on-site under this alternative.

ALTERNATIVE IMPACT ANALYSIS

Aesthetics

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all less-than-significant aesthetic impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. No impacts would occur under Alternative 1.

Air Quality

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all air quality impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.2-2a through 3.2-2d would not be required under this alternative as no impacts would occur.

Archaeological, Historical, and Tribal Cultural Resources

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all archaeology, historical, and

tribal cultural resources impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.3-1 and 3.3-2a through 3.3-2e would not be required under this alternative as no impacts would occur.

Biological Resources

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all biological resources impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measure 3.4-1 would not be required under this alternative as no impacts would occur.

Energy

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all energy impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.2-2a through 3.2-2d in Section 3.2, "Air Quality", and Mitigation Measures 3.7-1a and 3.7-1b in Section 3.7, "Greenhouse Gas Emissions and Climate Change" would not be required under this alternative as no impacts would occur.

Geology and Soils

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all geology and soils impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.6-4a through 3.6-4g would not be required under this alternative as no impacts would occur.

Greenhouse Gas Emissions and Climate Change

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all greenhouse gas emissions and climate change impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.7-1a through 3.7-1c would not be required under this alternative as no impacts would occur.

Hazards and Hazardous Materials

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all hazards and hazardous materials impacts and associated mitigation that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Additionally, this alternative would not benefit from remediation of contaminated soil that would occur for the proposed project. Mitigation Measures 3.8-2a and 3.8-2b would not be required under this alternative as no impacts would occur.

Hydrology and Water Quality

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all less-than-significant hydrology and water quality impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. No impacts would occur under Alternative 1.

Land Use and Planning

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all less-than-significant land use and planning impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. No impacts would occur under Alternative 1.

Noise and Vibration

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all noise and vibration impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measure 3.11-1 would not be required under this alternative as no impacts would occur.

Public Services

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all less-than-significant public services impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. No impacts would occur under Alternative 1.

Transportation

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all transportation impacts, including the significant and unavoidable VMT impact, that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. Mitigation Measures 3.13-1a through 3.13-1d would not be required under this alternative as no impacts would occur.

Utilities and Service Systems

Under Alternative 1, no construction or operational activities would occur onsite and as such, the site would remain undeveloped and vacant as it is currently under existing conditions. For this reason, all less-than-significant utilities and service systems impacts that would occur as a result of the proposed project would be eliminated under the No Project–No Development Alternative. No impacts would occur under Alternative 1.

5.4.2 Alternative 2: Reduced Project with Battery Energy Storage System (BESS) Alternative

DESCRIPTION OF ALTERNATIVE

Alternative 2, Reduced Project with BESS Alternative, allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the total warehouse building area and overall project site footprint while introducing new electrical infrastructure on-site. Specifically, Alternative 2 would remove three warehouse buildings totaling 736,084 sf of floor area, 385 automobile parking stalls, and 137 loading docks to be replaced with a new BESS facility on approximately 11.6 acres in the western portion of the project site and a new City-owned 230 kV electrical substation in the southeastern portion of the project site (Figure 5-1). The southwestern portion of the project site that contains two existing water tanks, and was originally designated for Building 4 under the proposed project, would be removed from the project footprint under Alternative 2 and the existing water tanks would remain in place.

Warehouse Buildings

Building Description and Design

Alternative 2 retains Buildings 1 and 2 proposed under the project and eliminates Buildings 3, 4, and 5. The building footprint, height, design, and intended uses of Buildings 1 and 2 would be consistent with that of the proposed project. Building 1 would be a single tenant warehouse building with a gross floor area of approximately 603,741 sf, consisting of a 583,741-sf building footprint and 20,000-sf mezzanine. Building 2 would be a single tenant warehouse building with a gross floor area of approximately 132,343 sf, consisting of a 127,343-sf building footprint and a 5,000-sf mezzanine. The total area designated for office space would be approximately 25,000 sf for Building 1 and 10,000 sf for Building 2. Approximately 114 truck doors would be provided for Building 1, and 19 would be provided for Building

2. Both buildings would be single-story, concrete tilt-up buildings with a maximum height of 50 feet. Overall, the total building floor area for Alternative 2 would be reduced by 478,047 sf compared to that of the proposed project (Table 5-1).

Table 5-1 Summary of Proposed Building Floor Area (Proposed Project v Alternative 2)

Building Number	Total Building (sf) (Proposed Project)	Total Building (sf) (Alternative 2)	Difference (sf) associated with Alternative 2
1	603,741	603,741	No Change
2	132,343	132,343	No Change
3	249,245	Not included in Alternative 2	-249,245
4	169,559	Not included in Alternative 2	-169,559
5	59,243	Not included in Alternative 2	-59,243
TOTAL	**1,214,131**	**736,084**	**-478,047**

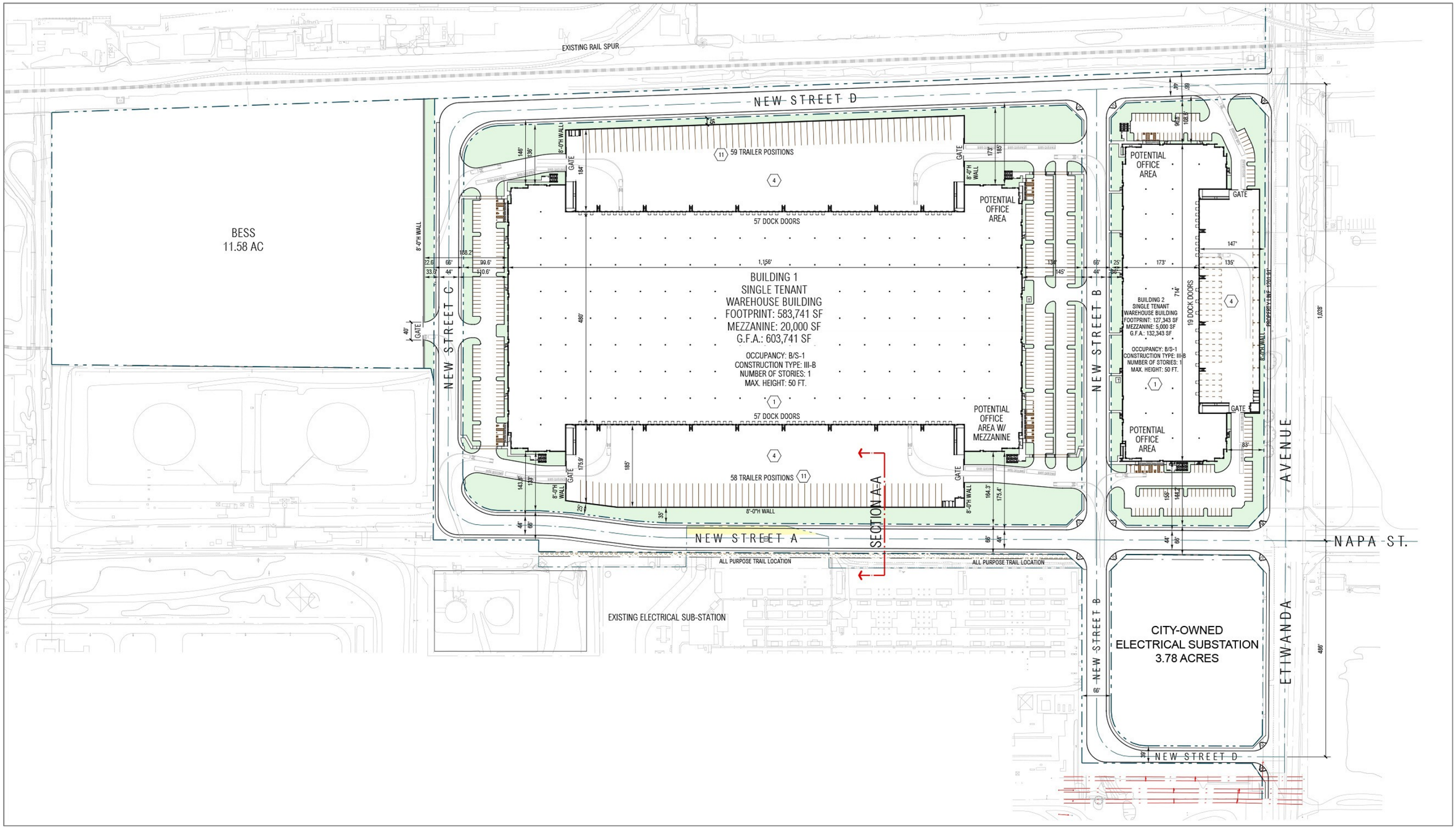
Notes: sf = square feet

Source: Provided by RGA Architecture, Inc. and adapted by Ascent in 2025.

Consistent with the proposed project, the occupancy type for both buildings (Buildings 1 and 2) is categorized as B/S-1, which refers to buildings with business occupancies (e.g., office spaces, professional uses) and storage uses involving materials that could readily burn or propagate fire with moderate rapidity. The construction type for both buildings is categorized as Type III-B construction, which is characterized by exterior walls made of non-combustible materials (e.g., brick or concrete block), while the interior elements, including floors and roofs, can be made of combustible materials (e.g., wood). Paved areas would make up approximately 41.5 acres of the project site, and approximately 7.2 acres (313,640 sf) of the project site would be landscaped. Landscaping would be used to screen all utility structures, such as transformers and back flow devices.

Access, Circulation, and Parking

As with the proposed project, Alternative 2 proposes the same new public streets (New Streets A, B, C and D) that would provide circulation around and through the project site. Etiwanda Avenue and Napa Street would provide connections to these new public streets and the project site.



Source: Source: Image produced and provided by RGA Architecture, Inc. in January 2025, adapted by Ascent in 2025.

Figure 5-1 Reduced Project with BESS Alternative

Under Alternative 2, the number of automobile and trailer parking spaces provided for Buildings 1 and 2 would be consistent with that of the proposed project, as dictated by the requirements set forth in Rancho Cucamonga Municipal Code (RCMC) Chapter 17.64, "Parking and Loading Standards," and Section 17.64.100 D.1, "Trailer Parking Required." For Building 1, a truck court with 57 grade-level dock doors and 59 trailer parking spaces is proposed along the north side of the building and another truck court with 57 grade-level dock doors and 58 trailer parking spaces is proposed on the south side of the building. For Building 2, a truck court with 19 grade-level dock doors is proposed along the east side of the building. The truck courts would be screened by 8-foot painted concrete screen walls. Vehicle parking is proposed along the west and east sides of Building 1 (265 spaces) and along the north and south sides of Building 2 (124 spaces). Overall, Alternative 2 proposes 337 fewer automobile spaces and 74 fewer trailer spaces than the proposed project (Table 5-2). At a minimum, 8 percent of automobile parking spaces would be reserved for low emitting, fuel-efficient, carpool, and vanpool parking and 6 percent of all automobile parking stalls would be equipped for future electric vehicle (EV) charging capacity. Bicycle racks would also be provided in accordance with California Green Building Standards Code (CALGreen) requirements.

Table 5-2 Summary of Proposed Automobile and Truck Trailer Parking (Proposed Project v Alternative 2)

Building Number	Automobile Parking Stalls (Proposed Project)	Trailer Parking Stalls (Proposed Project)	Automobile Parking Stalls (Alternative 2)	Trailer Parking Stalls (Alternative 2)	Difference associated with Alternative 2
1	259	117	265	117	+6 auto, trailer no change
2	126	20	124	20	-2 auto, trailer no change
3	186	33	3	Not included in Alternative 2	-183 auto, -33 trailer
4	100	35	Not included in Alternative 2	Not included in Alternative 2	-100 auto, -35 trailer
5	58	6	Not included in Alternative 2	Not included in Alternative 2	-58 auto, -6 trailer
TOTAL	**729**	**211**	**389**	**137**	**-337 auto, -74 trailer**

Notes: sf = square feet; Parentheses denote negative numbers.

Source: Provided by HPA Architecture, January 31, 2025; adapted by Ascent.

Construction

Like the proposed project, construction of the proposed warehouse buildings under Alternative 2 would take place over approximately 22 months. For purposes of this Draft EIR, construction is anticipated to begin in January 2026 and end in October 2027. Construction activities associated with Alternative 2 would begin with approximately 40 days of grading over a period of approximately 8 weeks. This stage would involve up to 10,000 tons of debris exported off-site by approximately 500 haul truck trips. Approximately 215,616 cubic yards of cut and fill would be balanced on site. After the building pad is complete, construction activities would continue for an additional 310 days over a period of approximately 62 weeks, and would include excavation for foundations and utilities, concrete pours, carpentry, steel erection, and building finishes. This stage would involve up to 64,894 cubic yards of concrete imported onsite by approximately 6,700 truck trips. As with the proposed project, remediation of contaminated soils would occur prior to development of the site.

Operations

As with the proposed project, the proposed warehouse buildings associated with Alternative 2 are planned as speculative buildings with future tenants or buyers of the buildings not known at this time. However, the proposed building area is assumed to be used as a high-cube fulfillment center (non-sorting) (63 percent of the warehouse building floor area), general warehouse (27 percent of the warehouse building floor area), and high-cube cold storage warehouse (10 percent of the warehouse building floor area). It is assumed that Building 1 would operate 24 hours a day, seven days a week, and Building 2 would operate for 80 hours per week. Assuming an average of 1 employee for every 1,300 sf of building space, Buildings 1 and 2 proposed under Alternative 2 would accommodate approximately 567 employees daily, which is 367 fewer employees compared to the proposed project (i.e., 934 employees).

BESS Facility

BESS Facility Components

Under Alternative 2, the site would accommodate a proposed 400-megawatt (MW) BESS facility on approximately 11.6 acres in the western portion of the project site that is designated for Building 3 under the proposed project. The BESS would be designed to receive, store, and discharge electricity conveyed from and to Southern California Edison's (SCE's) high voltage electric grid. The BESS facility would consist of lithium-ion batteries and inverters that would be housed in free-standing enclosures or containers. The batteries, together with ancillary equipment including inverters, transformers, and a small onsite collector substation, would connect to the existing SCE Etiwanda Substation, abutting the south side of the project site. A 1,200-square-foot, single-story warehouse or office building is also proposed on the 11.6-acre portion of the site to support BESS operations and maintenance.

The proposed batteries would receive and discharge low voltage (e.g., typically less than 1,500 volts) direct current (DC) electricity that must be converted to higher voltage alternating current (AC) for compatibility with the existing electric grid. The inverters would convert between AC and DC electric current and would be located throughout the battery array area along with transformers that collectively would convert between low voltage and medium voltage (e.g., 34.5 kV) AC current. Power received from and discharged to the SCE substation must be high voltage for compatibility with the SCE interconnection point and would be converted between medium and high voltage (230 kV) at the onsite collector substation (refer to the discussion under "Electrical Substation" below).

An overhead electric tie-line would be installed between the proposed BESS facility and the existing SCE Etiwanda Substation. The tie-line would consist of three 230 kV conductor cables below an optical ground wire that would serve dual purposes of grounding and fiber optic communications. The conductors and optical ground wire would be supported by steel poles that would be designed to be high enough to provide minimum required clearances from existing overhead power lines. Some of the poles could be up to 150 feet high where existing power lines are crossed to accommodate minimum needed vertical clearances. The conductor cables and optical ground wire would extend from the collector substation H-frame structures to a pole located inside the south end of the collector substation and then to the point of interconnection in the existing 230 kV bus works area inside of the existing SCE substation.

The BESS facility would require connections to existing telecommunications, electrical, potable water, wastewater, and municipal storm drain facilities. Telecommunication and internet service would be provided by new fiber connections to the proposed substation. Two fiber routes would also be installed between the BESS substation and the SCE Etiwanda substation. Electrical service for auxiliary needs would be supplied through an interconnection to the SCE or Rancho Cucamonga Municipal Utility (RCMU) distribution system. Cucamonga Valley Water District (CVWD) would provide potable water supply. Wastewater generated by the BESS facility would be conveyed to facilities operated by the Inland Empire Utilities Agency. Stormwater runoff from the site would continue to discharge to existing City-owned and operated storm drain infrastructure. Solid waste collection and disposal services would be provided by Burrtec.

Final site design would be required to comply with all requirements in RCMC Section 17.109.030, which contains development standards for BESS facilities, and a site plan would be submitted to the City for review and approval with any future facility. The BESS facility would be fully enclosed by a minimum 6-foot-high, non-scalable wall with gates that would be maintained, closed, and secured. Screen walls may be constructed of decorative masonry block or concrete tilt-up panels to match the warehouse buildings. Landscaping would be planted along the outer edge of the wall and would comply with all requirements in RCMC Chapter 17.56, "Landscaping Standards." The pathways and driveways surrounding the BESS structures would contain pervious pavement or similar material (e.g., gravel). The facility would have 10-foot setbacks from all property lot lines. Lighting would be limited to the minimally required amount for safety and operational purposes in accordance with RCMC Chapter 17.58, "Outdoor Lighting Standards." At least one parking space for maintenance vehicles would be provided and access within the site would comply with all standards contained in RCMC Chapter 17.64, "Parking and Loading Standards." The driveway entrance would have a locking gate consisting of tubular steel wrought iron and shall be backed by perforated metal sheeting painted to match the gate.

Construction

Table 5-3 summarizes the construction activities for the BESS facility and their duration. Some of the construction activities for the BESS would overlap for a total duration of 18 months and would be within the total construction timeline for Alternative 2. On average, construction activities would involve approximately 180 daily trips, excluding deliveries. Approximately 1,750 delivery trips (875 deliveries) would be made throughout the construction schedule. Typical trucks would include worker vehicles and pick-up trucks, water trucks, dump trucks, delivery flatbed trucks, and concrete trucks.

Table 5-3 Summary of Construction Activities and Duration for Alternative 2 BESS Facility

Construction Activity	Duration (Number of Months)
Grading and Trenching	9
Pile Driving and Setting Foundation	4
BESS Facility Installation	7
Substation Construction	9
Generation Tie-In Line Construction	9
Mechanical Completion	14
Commissioning	4

Source: Provided by the City of Rancho Cucamonga in 2025; adapted by Ascent in 2025.

Operations

The BESS facility would operate 24 hours a day, seven days a week and would be staffed with approximately eight employees. Approximately 10 one-way vehicle trips are anticipated per day. The substation at the BESS facility would be equipped with two approximately 200-kilowatt backup generators that meet US Environmental Protection Agency Tier 4 emission standards.

Electrical Substation

Electrical Substation Components

Under Alternative 2, a new City-owned 230 kV electrical substation is proposed on up to 3.78 acres in a portion of the project site that is designated for Building 5 under the proposed project. The 230 kV substation would provide electricity to the project site, serve as a key part of the electrical grid, and provide back-up power should SCE lose power at the existing Arbor substation. The electrical substation would tie into the existing RCMU electrical system and/or BESS facilities via overhead lines located onsite and would serve to transform voltage levels, switch circuits, and distribute power, acting as a bridge between power stations or transmission lines and end-users. The electrical substation involves interconnection with SCE facilities, which would require a 230 kV breaker, a 100-megavolt-ampere (MVA) transformer, 66 kV breakers, and a 66 kV substation similar to the existing RCMU Arbor Substation. The proposed interconnection would serve as a back-up power source if SCE loses power to the existing RCMU Arbor substation.

Construction

Table 5-4 summarizes the construction activities for the electrical substation. The site preparation phase includes removing topsoil, compacting the sub-grade, redistributing fill materials, excavating trenches for underground conduits, preparing pad foundations for equipment and structures, and implementing dust control and erosion prevention measures. Grading would involve approximately 400 cubic yards of cut. The next phase involves constructing the control building (i.e., block house) that would house the protection relays, control panels, battery systems, and communication equipment. This phase includes pouring concrete for the foundation slab; erecting structural walls; installing the roof system; and installing the interior finishes, heating, ventilation, and air conditioning (HVAC) systems, cable trays, and conduit stub-ups to accommodate electrical systems. Electrical crews would install underground conduits, grounding grids, and duct banks. Next, the electrical crew would use cranes and rigging equipment to place the major substation components (e.g., power transformers, circuit breakers, disconnect switches, current transformer and potential transformer, and buswork and insulators). After most of the heavy equipment is

installed, the access roads, parking areas, and maintenance paths would be paved with asphalt concrete pavement. A high-security perimeter fence or block wall would be installed around the substation. Lastly, a comprehensive commissioning and testing process would be conducted to verify that all systems are functional.

Table 5-4 Summary of Construction Activities, Crew Sizes, and Duration for Alternative 2 Electrical Substation

Construction Activity	Crew Size (Number of Workers)	Duration (Number of Weeks)
Site Preparation	5	2
Block House Construction	3	3-4
Underground Conduit and Grounding	4-6	2-3
Electrical Apparatus Installation	4-6	12-20
Fence Installation	4-6	2-3
Asphalt and Surface Finishing	3-4	1
Final Commissioning and Testing	3-4	2-3

Source: Provided by the City of Rancho Cucamonga in 2025; adapted by Ascent in 2025 .

Approximately 65 truck trips are anticipated for construction activities, consisting of 35 truck trips for transporting concrete and 30 truck trips for importing material. On average, five to seven construction workers would be onsite each day for a duration of approximately 20 weeks.

Operations and Maintenance Activities

Once constructed, general maintenance activities for the electrical substation would be carried out by existing City employees and would include testing transformer oil, servicing the tap charger, cleaning and testing the 12 kV breaker, cleaning the transformer insulators and arrestors, cleaning and torquing the connections, and cleaning the non-porcelain cable potheads. The frequency of maintenance tests would be conducted in accordance with the American National Standard for Maintenance Testing Specifications for Electrical Power Equipment and Systems, utility industry standard best practices and guidelines for standard maintenance of electrical substations, and Power System Maintenance Manuals and industry best practices. Annual maintenance requirements at the substation would include inspecting and servicing the main power transformers, battery charger and battery system, circuit breakers, substation protective relays, and substation control power transformer transfer scheme. General inspections of facilities, equipment, landscaping, lighting and workspaces would also occur. Every three years, more extensive inspection, testing, servicing, and cleaning would occur in lieu of the typical annual maintenance.

ALTERNATIVE IMPACT ANALYSIS

Aesthetics

Scenic Vistas

Under Alternative 2, Buildings 1 and 2 would be generally similar in nature to the proposed project, while Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Similar to the proposed project, Alternative 2 would also be constructed within an industrial setting that is not notable for its scenic quality and does not contain scenic resources of importance to the City. The proposed warehouse buildings and electrical infrastructure under Alternative 2 would not obstruct views of the San Bernardino or San Gabriel Mountains and the building heights would be consistent with maximum building height requirements for industrial zones established in RCMC Section 17.36.040. The project site and surrounding area are devoid of publicly-accessible vantage points that offer views of scenic resources, and the buildings would be compatible in terms of height and massing with existing buildings, infrastructure, and other development in the project vicinity and would result in a neutral change in views within the surrounding area.

While the development of Alternative 2 would replace two buildings with electrical infrastructure and eliminate one building, this difference compared to the proposed project would result in a negligible difference in the overall scenic

landscape as the Southeast Industrial Area is already a heavily developed, urbanized environment. The BESS facility would consist of rows of free-standing enclosures or containers, which would be visually different than other industrial development in the surrounding environment. However, the proposed warehouse buildings would screen the BESS facility from public viewpoints on Etiwanda Avenue. Furthermore, the BESS facility would be fully enclosed by a minimum 6-foot-high wall that would be constructed of decorative masonry block or concrete tilt-up panels to match the warehouse buildings, in accordance with RCMC Section 17.109.030. Other utility infrastructure would include overhead electric tie-line between the proposed BESS facility and the existing SCE Etiwanda Substation and proposed electrical substation. The proposed electrical substation would also introduce new vertical structures, such as breakers and transformers. However, these structures would be similar in height and appearance to existing vertical structures at the adjacent existing SCE Etiwanda Substation. Because the proposed buildings and infrastructure would be compatible with surrounding development and because of the lack of publicly-accessible vantage points offering scenic views in the surrounding area, there would be **no impact** on a scenic vista. This impact is similar to what was analyzed under the proposed project.

State Scenic Highways

The project site is not visible from a state scenic highway and does not offer views of any state scenic highway. Therefore, Alternative 2 would not have potential to damage scenic resources, including trees, rock outcroppings, and historic buildings, within a state scenic highway, as none are present. There would be **no impact** on scenic resources within a state scenic highway, and this impact is similar to what was analyzed under the proposed project.

Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Similar to the proposed project, Alternative 2 would be permitted on the project site upon approval of a conditional use permit (CUP) and a Master Plan for the project site, subject to compliance with all applicable provisions of the RCMC (e.g., development standards). Alternative 2 would be consistent with the development standards for industrial zones, which regulate the aesthetic and visual quality of new development in accordance with the City's General Plan and RCMC. In addition, Alternative 2 would be consistent with the City's General Plan policies governing the compatibility of new development and the protection and preservation of existing views, although as noted the project site and surrounding area are devoid of publicly-accessible vantage points that offer views of scenic resources. Compliance with the City's development standards and General Plan would be enforced as part of the design review and building permit process and would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. For example, the electrical substation would be designed and constructed in a manner that minimizes off-site visual impacts in accordance with the development requirements for fixed-base structures and facilities contained in RCMC Section 17.98.040(B)(2). Specifically, this code section requires planted or landscaped setbacks of at least 25 feet on all property lines for electrical substations. In addition, the BESS facility would be required to comply with development standards related to aesthetics in RCMC Section 17.109.030. Specifically, RCMC Section 17.109.030(C) requires that BESS facilities maintain a setback of 10 feet from property lot lines. In addition, RCMC Section 17.109.030(D) requires BESS facilities to be fully enclosed by a minimum 6-foot-high solid wall consisting of either decorative concrete masonry block or decorative concrete tilt-up walls, with landscaping required along the outer edge of the solid wall. Therefore, construction and operation of Alternative 2 would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Construction and operation of Alternative 2 would introduce new sources of lighting that would be visible from limited off-site vantage points. Similarly to the proposed project, construction activities would occur during the daytime between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, with the exception of concrete pours, which would occur during nighttime (i.e., 10:00 p.m. and 6:00 a.m.). Nighttime lighting would be required during concrete pours and security lighting may be used on-site at nighttime to deter unauthorized access and promote site safety. Although temporary lighting is exempt from the City's outdoor lighting standards to minimize light trespass, construction lighting would not be visible to the nearest light-sensitive receptors (e.g., a multi-family residential apartment building, located approximately 0.4 miles northeast of the project site, and a single-family home, located approximately 0.2 miles northeast of the project site), due to the distance from the project site and the shielding of construction lighting by existing intervening buildings and public roadways. In terms of operations, per RCMC Section

17.58.050, all outdoor lighting must be directed away and shielded from adjacent residential areas to prevent stray light or glare from becoming a nuisance on adjacent properties. In addition, on-site lighting would be limited to the minimally required amount for safety and operational purposes. These lighting standards also apply to BESS facilities, as stated in RCMC Section 17.109.030(F). In addition, proposed lighting plans would be subject to review and approval by the City to ensure compliance with outdoor lighting requirements in the RCMC. Interior building lighting would comply with the most current California Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations) at the time of construction; the 2022 Building Energy Efficiency Standards require the use of light-emitting diode fixtures with lighting controls. Pursuant to City Standard Condition of Approval 5.1-1, the applicant would be required to submit a detailed on-site lighting plan, including a photometric diagram, to the City for review and approval by the Planning Director and Police Department prior to the issuance of building permits. The on-site lighting plan is required to identify style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties and would ensure compliance with RCMC lighting requirements. With adherence to the RCMC, California Building Energy Efficiency Standards and City Standard Condition of Approval 5.1-1, Alternative 2 would not create new sources of substantial light that would adversely affect day or nighttime views in the area.

During construction, nominal increases in glare would be introduced to the project site as a result of increased vehicular presence at the site (e.g., from windshields of vehicles and construction equipment). These sources of glare would be limited to the ground level. Glare from project construction would be minor and would not adversely affect daytime views of the area. Upon completion of construction, the project site would be developed with two new industrial/warehouse buildings, a BESS facility, a 230 kV electrical substation, and other improvements, including new public streets and paved surface parking lots. The proposed buildings and infrastructure would be constructed with nonreflective surfaces and glass and downward shielded lighting to minimize glare and prevent spillover effects onto adjacent properties and roadways. Onsite vehicles would reflect minimal amounts of sunlight at the ground level and glare from these surfaces would be obscured by landscaping, walls, and fencing that would be installed along the perimeter of the project site. Onsite solar would be installed on the buildings' rooftops, but as solar panels are designed to absorb light, not reflect it, these would generally cause less glare than standard window glass. Therefore, glare sources from operation would be minor and would not adversely affect daytime views of the area.

Landscaping, walls, and fencing would be installed around the perimeter of the project site and would further reduce the amount of spillover light and glare. Furthermore, the project site is not adjacent to residential or other light-sensitive receptors and Alternative 2 generated light and glare would not be visible to the nearest light-sensitive receptors due to their distance from the project site. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Air Quality

Methodology

A quantitative analysis was performed to estimate the degree to which air quality impacts would change under this alternative relative to the proposed project. The methodology used to estimate air quality and health risk impacts under Alternative 2 are similar to the proposed project but was updated specific to the description of the alternative (i.e., reduction in total building square footage, replacing Buildings 3 and 4 with BESS, and replacing Building 5 with a 3.78-acre new electrical substation).

Key assumptions in determining the level of activity during construction are provided below. Specific model assumptions and inputs for these calculations can be found in Appendix L.

- Construction of Alternative 2 would generate emissions of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ that could result in short-term impacts on ambient air quality. A quantitative analysis was performed to compare emissions associated with construction of Alternative 2 to numerical thresholds. For the purposes of this analysis, construction of Alternative 2 was modeled based on the assumption that construction would begin in January 2026 and is anticipated to conclude in October 2027 (Table 5-5)[1]. Construction equipment assumptions by phase would be the same as the proposed project, as shown in Table 3.2-6 of Section 3.2, "Air Quality".

[1] While January 2026 was used as the beginning year for construction based on an earlier iteration of the project schedule, this construction schedule represents a conservative analysis as construction equipment is assumed to become more fuel efficient and cleaner as time passes. Therefore, this analysis presents the worst-case scenario for the construction of Alternative 2.

Table 5-5 Construction Schedule for Alternative 2

Phase	Estimated Start	Estimated Finish	Working Days
Demolition and Site Clearing	1/5/2026	1/30/2026	20
Buildings			
Grading and Excavation	1/5/2026	2/13/2026	30
Building Construction and Infrastructure Improvements	2/14/2026	3/12/2027	320
Concrete Imports	2/14/2026	3/20/2026	25
BESS Material Imports	3/21/2026	4/23/2026	25
Paving	5/22/2027	8/6/2027	55
Architectural Coating	8/7/2027	10/22/2027	55
BESS and City-Owned Electrical Substation Construction and Installation			
Grading and Trenching	1/5/2026	9/30/2026	193
Pile Driving and Setting Foundation	4/1/2026	7/31/2026	88
BESS Facility Installation (Mech Crew)	6/1/2026	12/31/2026	154
BESS Facility Installation (Electrical Crew)	8/1/2026	2/28/2027	150
Substation Construction	10/1/2026	6/30/2027	195

Source: Provided by BTC III Arrow Route CC, LP and City of Rancho Cucamonga in 2025; adapted by Ascent in 2025.

- This analysis assumes 500 roundtrip haul truck trips would be needed to remove 10,000 tons of materials during the demolition phase, 60 haul truck trips needed to import building materials, and 5,905 haul truck trips needed to import 59,050 CY of concrete from the concrete batch plant 3 miles away. Default worker (18.5 miles), vendor (10.2 miles), and haul truck (20 miles) trip lengths were assumed for all but concrete haul trips, where haul trips were assumed to be 3 miles one-way. It was assumed that there would be 150 workers and 300 worker trips per day during peak construction during the building construction phase. Worker trips for all other phases are based on CalEEMod defaults. BESS and substation construction assumed there would be 869 total truck trips. This would include 420 truck trips for BESS component deliveries, 100 truck trips for substation equipment deliveries, 149 truck trips for other material deliveries, and 200 truck trips for concrete imports. Default worker (18.5 miles), vendor (10.2 miles), and haul truck (20 miles) trip lengths were assumed for all but the BESS component delivery haul trips, where haul trips were assumed to be 47.7 miles as the BESS component would be delivered from the Port of Long Beach. Additionally, it was assumed BESS and substation construction would require an average of 82 workers, four water trucks, and eight site trucks daily. Worker trips for all phases were based on the number of workers per construction phase multiplied by two.
- Based on the Alternative 2 site plan, it was assumed that 41.5 acres of paving would be required. For architectural coatings, CalEEMod default assumptions regarding the number of coatings applied and the VOC content of 100 grams per liter (g/L) for non-residential interior and exterior uses and parking were assumed.

Key assumptions in determining the level of activity during operations are provided below.

- Truck and worker trip and VMT information for warehouse building uses was obtained from the transportation analysis (Table 5-6). Truck and worker trip emissions were estimated using the same emission factor methodology described in Section 3.2.3 of Section 3.2, "Air Quality".
- The BESS facility would result in worker trips to operate and maintain the facilities, in addition to the trips for the warehouse uses (as shown in Table 5-6). It was assumed there would be 8 workers per day and 2 trips per worker per day associated with the BESS facility. Default worker (18.5 miles) trip length was assumed for all worker trips. The City anticipates infrequent operation and maintenance trips would be needed for the electrical substation; therefore, no trips were included for the electrical substation in this modeling.

Table 5-6 Vehicle Trip Assumptions for Alternative 2

Vehicle Type	Average Daily Trips	Average Daily VMT
Light-Duty Autos	1,061	17,551
Light-Duty Trucks	46	1,878
Medium-Duty Trucks	62	2,001
Heavy-Duty Trucks	165	11,341
Total for Building Uses	**1,335**	**32,770**

Source: Fehr & Peers 2025 (Appendix L).

- Warehouse uses typically include various pieces of equipment to handle cargo. The analysis for Alternative 2 is based on the same percentages assumed for the proposed project:
  - High-Cube Fulfillment Center (non-sorting): 63 percent of warehouse building floor area,
  - General Warehouse: 27 percent of warehouse building floor area, and
  - High-Cube Cold Storage Warehouse: 10 percent of the warehouse building floor area.

Alternative 2 would include 735,084 sf of warehouse building space. The types and number of equipment were estimated using the same methodology described in Section 3.2.3 of Section 3.2, "Air Quality", as summarized in Table 5-7 and as presented below.

- Based on SCAQMD's assumption that there are 3.6-yard trucks per million square feet of warehouse space (SCAQMD 2014), 3-yard trucks are assumed to be active on a given day. Yard truck size, age, and hours per day are the same as described in Section 3.2.3 of Section 3.2, "Air Quality,
- There would be 156 cold storage truck trips and 78 cold storage trucks per day, and each cold storage truck would be equipped with a TRU. TRU size, age, and age would be the same as described in Section 3.2.3 of Section 3.2, "Air Quality,
- Based on SCAQMD's assumption that there are 0.12 forklifts on average per 1,000 square feet of warehouse space (SCAQMD 2014), 89 forklifts are assumed to be active on a given day. Forklift size, age, hours per day, and fuel assumptions would be the same as described in Section 3.2.3 of Section 3.2, "Air Quality

Buildings 1 and 2 are still anticipated to operate seven days per week, while Buildings 3, 4 and 5 would be eliminated under Alternative 2. Since Building 1 comprises the majority of the building floor area, this analysis assumed that all equipment would be active 365 days per year (7 days per week, 52 weeks per year). Specific model assumptions and inputs for these calculations can be found in Appendix L.

Table 5-7 Yard Equipment Assumptions for Alternative 2

Equipment Type	Model Year	Horsepower	Number per Day	Hours per Day	Fuel
Yard Truck	2010	177	3	3.2	100% Diesel
TRU	2021	33.7	78	4.0	100% Diesel
Forklifts	fleet avg	fleet avg	89	3.8	30% diesel, 23% gasoline, 47% propane

In addition, two emergency generators would be installed to provide backup power to the substation. It was assumed each generator would be 200 kW and would be equipped with Tier 4 engines. Usage was assumed to be 200 hours per year, which is annual maximum allowed by SCAQMD per its permitting requirements (SCAQMD 2026), and one hour on any given day.

Key assumptions in evaluating health risk are provided below.

- Section 3.1, "Air Quality", provides a discussion of the health risk associated with operation of the proposed project due to increase in diesel equipment and truck traffic within and near the project area. Similarly,

Alternative 2 would increase the use of diesel equipment and truck traffic within and near the project area that could expose nearby sensitive receptors (e.g., residences, schools, parks) to substantial pollutant concentrations and associated health risk.

- Health risk impacts were estimated using the same methodology described in Section 3.2.3 of Section 3.2, "Air Quality" based on the truck and equipment activity for Alternative 2, as described above. Specific model assumptions and inputs for these calculations can be found in Appendix L.

Consistency with Air Quality Plan

Similar to the proposed project, Alternative 2 would involve the construction and operation of an industrial/warehouse facility on a project site located within the Neo-Industrial Employment District and the Industrial Employment District land use designations of the Rancho Cucamonga General Plan) (City of Rancho Cucamonga 2021). Alternative 2 would include the same features and infrastructure type as the proposed project, but with less total building sf by eliminating Buildings 3, 4, and 5. Total square footage, the number of truck trips, and the cargo handling equipment pieces would be reduced compared to the proposed project. This reduction in emission generating activity would result in lower emissions compared to the proposed project. Similar to the proposed project, Alternative 2 would include clean technology utilizing solar and would meet LEED Silver certification. The buildings would be all-electric, would construct and operate a 230 kV substation and BESS, and no natural gas would be consumed as part of operations. The facility would include roof-mounted solar panels and electrical vehicle (EV) charging, with additional electrical room space to allow for future expansion of charging.

Therefore, because Alternative 2 would be consistent with the land use designations in the General Plan and other relevant policies and goals, Alternative 2 is consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which has been crafted to bring the Basin into attainment status for all nonattainment pollutants and precursors thereof. Accordingly, Alternative 2 would not conflict with or obstruct the implementation of the applicable air quality plan. Similarly to the proposed project, this impact would be **less than significant**.

Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Thresholds

Construction

Similar to the proposed project, construction of Alternative 2 would generate short-term volatile organic compound (VOC), oxides of nitrogen (NO_X), carbon monoxide (CO), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide (SO_2) emissions. Criteria air pollutants and precursors would result from off-road equipment, material delivery, hauling trips, worker commute trips, and other activities (e.g., application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated with the grading and demolition phases. PM_{10} and $PM_{2.5}$ are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, VOC and NO_X, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of VOC. Emissions of all criteria pollutants are below SCAQMD regional construction thresholds except for VOC (Table 5-8). Furthermore, unmitigated construction emissions under this alternative are higher than that of the proposed project for all emission types except VOC. The increase in emissions relative to the proposed project for all emission types except VOC is due to the fact that Alternative 2 would require more equipment and trucks to construct both the warehouse uses and the BESS and electrical substation facilities concurrently. Maximum daily emissions of VOC occur during the architectural coatings phase. However, Alternative 2 would construct less building square footage, which would result in lower VOC emissions due to less building square footage requiring painting. The BESS/Substation facility would require minimal painting; thus, VOC emissions associated with painting the BESS/Substation facility are lower than those of the proposed project.

Table 5-8 Estimated Unmitigated Construction Emissions (Mass Regional Pounds Per Day) for Alternative 2

Construction Phase	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Year 2026						
Demolition and Site Clearing	<1	7	20	15	4	<1
Buildings						
Grading and Excavation	<1	5	36	3	1	<1
Building Construction and Infrastructure Improvements	2	4	36	4	<1	<1
Concrete Imports	<1	<1	<1	<1	<1	<1
BESS and City-Owned Electrical Substation Construction and Installation						
BESS Grading and Trenching	<1	5	34	3	1	<1
BESS Pile Driving and Setting Foundation	<1	5	30	<1	<1	<1
Mechanical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Electrical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Sub & T-Line Crew Substation Construction	<1	4	13	<1	<1	<1
Worker Trips	<1	<1	12	2	<1	<1
Site Trucks	<1	<1	<1	<1	<1	<1
Water Trucks	<1	<1	<1	42	4	<1
Maximum Daily 2026[a]	**2**	**17**	**102**	**67**	**11**	**<1**
Year 2027						
Buildings						
Building Construction and Infrastructure Improvements	2	4	35	4	<1	<1
Paving	<1	2	12	<1	<1	<1
Architectural Coating	129	<1	5	<1	<1	<1
BESS and City-Owned Electrical Substation Construction and Installation						
Electrical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Sub & T-Line Crew Substation Construction	<1	4	13	<1	<1	<1
Worker Trips	<1	<1	11	2	<1	<1
Site Trucks	<1	<1	<1	<1	<1	<1
Water Trucks	<1	<1	<1	42	4	<1
Maximum Daily 2027[b]	**129**	**13**	**75**	**49**	**6**	**<1**
Overall Maximum	**129**	**17**	**102**	**67**	**11**	**<1**
SCAQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

[a] 2026 Maximum Emissions Occur when Demolition and Site Clearing, Grading and Excavation, BESS Grading and Trenching, and all BESS/substation worker trips, water trucks, and site truck activity would overlap.

[b] 2027 Maximum Emissions for all but VOC would occur when Building Construction and Infrastructure Improvements, BESS Electrical Crew, Substation Construction, and all BESS/substation worker trips, water truck, and site truck activity would overlap; Maximum Emissions for VOC would occur during the Architectural Coating phase.

Source: Modeled by Ascent in 2026.

The exceedance of the VOC threshold is due primarily to the architectural coatings phase of construction. SCAQMD regional construction thresholds are intended to maintain or achieve attainment designations in the Basin with respect to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Thus, because Alternative 2 exceeds the VOC threshold prior to mitigation, it would impede attainment of the region's standards during construction, which is considered a **potentially significant** impact.

Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measure 3.2-2a, which requires construction contractors to use low-VOC coatings with a VOC content of 10 g/L or less during all phases of construction or comply with SCAQMD Rule 113 and extend the painting schedule to ensure VOC emissions do not exceed SCAQMD regional construction thresholds, similar to the proposed project. Because VOC emissions are proportional to the change in VOC content, requiring coatings with a VOC content of 10 g/L instead of the default 100 g/L or extending the painting schedule would result in an approximately 90 percent reduction in VOC emissions. After implementation of Mitigation Measure 3.2-2a, emissions of all criteria pollutants, including VOCs, would be below SCAQMD regional construction thresholds (Table 5-9). Therefore, because construction emissions associated with Alternative 2 would be below SCAQMD thresholds with implementation of Mitigation Measure 3.2-2a, this alternative would not contribute to the region's nonattainment status. As such, construction impacts would be reduced to **less than significant with mitigation**, and this impact is similar to, but greater than what was analyzed under the proposed project because emissions are higher under Alternative 2..

Table 5-9 Estimated Mitigated Construction Emissions (Mass Regional Pounds Per Day) for Alternative 2

Construction Phase	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Year 2026						
Demolition	<1	7	20	15	4	<1
Grading	<1	5	36	3	1	<1
Building Construction	2	4	36	4	<1	<1
Concrete Imports	<1	<1	<1	<1	<1	<1
BESS Grading and Trenching	<1	5	34	3	1	<1
BESS Pile Driving and Setting Foundation	<1	5	30	<1	<1	<1
Mechanical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Electrical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Sub & T-Line Crew Substation Construction	<1	4	13	<1	<1	<1
Worker Trips	<1	<1	12	2	<1	<1
Site Trucks	<1	<1	<1	<1	<1	<1
Water Trucks	<1	<1	<1	42	4	<1
Maximum Daily 2026[a]	**2**	**17**	**102**	**67**	**11**	**<1**
Year 2027						
Building Construction	2	4	35	4	<1	<1
Paving	<1	2	12	<1	<1	<1
Architectural Coating	13	<1	5	<1	<1	<1
Electrical Crew BESS Facility Installation	<1	4	16	<1	<1	<1
Sub & T-Line Crew Substation Construction	<1	4	13	<1	<1	<1
Worker Trips	<1	<1	11	2	<1	<1
Site Trucks	<1	<1	<1	<1	<1	<1
Water Trucks	<1	<1	<1	42	4	<1

Construction Phase	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Maximum Daily 2027[b]	13	13	75	49	6	<1
Overall Maximum	13	17	102	67	11	<1
SCAQMD Regional Construction Threshold	75	100	550	150	55	150
Exceeds Threshold?	Yes	No	No	No	No	No

Notes: VOC = volatile organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

[a] 2026 Maximum Emissions Occur when Demolition and Site Clearing, Grading and Excavation, BESS Grading and Trenching, and all BESS/substation worker trips, water trucks, and site truck activity would overlap.

[b] 2027 Maximum Emissions for all but VOC would occur when Building Construction and Infrastructure Improvements, BESS Electrical Crew, Substation Construction, and all BESS/substation worker trips, water truck, and site truck activity would overlap; Maximum Emissions for VOC would occur during the Architectural Coating phase.

Source: Modeled by Ascent in 2026.

Operations

Alternative 2 operations would generate long-term operational emissions of VOC, NO_X, CO, PM_{10}, $PM_{2.5}$, and SO_2. Criteria air pollutants and precursors would result from mobile-source emissions related to vehicle trips to and from the project site, trucks traveling within the project site, trucks idling at the loading docks, equipment operating onsite to handle and move cargo, area sources associated with landscaping equipment, periodic painting of building and parking areas, and using consumer products. Additionally, operation of the BESS facility would result in worker trips to operate and maintain the facility and two emergency generators would be required to provide backup power to the electrical substation.

Alternative 2 would result in NOx, and CO emissions exceeding SCAQMD mass regional operational thresholds (Table 5-10). However, unmitigated operational emissions under this alternative are lower than those of the proposed project due to the reduction in warehouse building square footage.

Table 5-10 Estimated Unmitigated Operational Emissions (Mass Regional Pounds Per Day) for Alternative 2

Emissions Source	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Area	23	<1	32	<1	<1	<1
Energy	—	—	—	—	—	—
Medium Duty Trucks	<1	4	1	2	<1	<1
Heavy Duty Trucks	1	45	7	11	3	<1
Workers (Warehouse Buildings)	4	5	59	14	3	<1
Yard Trucks	1	5	2	<1	<1	<1
TRUs	20	13	2	<1	<1	<1
Forklifts	4	44	610	1	<1	1
Workers (BESS/Substation)	<1	<1	1	<1	<1	<1
Backup Generators (BESS/Substation)	<1	<1	2	<1	<1	<1
Maximum Daily	52	116	717	28	8	2
SCAQMD Regional Operations Threshold	55	55	550	150	55	150
Exceeds Threshold?	No	Yes	Yes	No	No	No

Notes: VOC = reactive organic gases; NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

Source: Modeled by Ascent in 2026.

As with the proposed project, for VOC, the majority of emissions are from TRUs and area sources in Alternative 2. For area sources, the majority of emissions (16 pounds per day) are from consumer products, while the remainder are from landscaping equipment (6 pounds per day) and architectural coatings (2 pounds per day). For NOx, the majority

of emissions are from forklifts, TRUs, and heavy-duty truck travel. For CO, the majority of emissions are associated with forklift operations. Therefore, implementation of Alternative 2 would result in **potentially significant** impacts related to operational NOx, and CO emissions.

Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d to reduce impacts associated with operational NOx and CO emissions. A large portion of NOx emissions are from yard equipment, where reducing or eliminating emissions from these sources would greatly reduce operational emissions. Mitigation Measure 3.2-2b, which requires zero-emission yard and landscaping equipment along with truck charging, would reduce emissions of all pollutants. Mitigation Measure 3.2-2c, which requires the use of electrical hookups for TRU dwellings on-site, would eliminate all emissions generated from TRUs. Mitigation Measure 3.2-2d requires signage to ensure truck idling within the project site is limited. After the implementation of Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d, NOx, and CO emissions would be reduced to below thresholds (Table 5-11). Therefore, with implementation of Mitigation Measure 3. 3.2-2b, 3.2-2c, and 3.2-2d, impacts related to operational NOx, and CO emissions would be reduced to **less than significant after mitigation** and this impact is similar to, but less than what was analyzed under the proposed project.

Table 5-11 Estimated Mitigated Operational Emissions (Mass Regional Pounds Per Day) for Alternative 2

Emissions Source	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Area [1]	18	—	—	—	—	—
Energy	—	—	—	—	—	—
Medium Duty Trucks[2]	<1	2	1	1	<1	<1
Heavy Duty Trucks[2]	<1	23	4	6	2	<1
Workers (Warehouse Buildings)	4	5	59	14	3	<1
Yard Trucks[3]	—	—	—	—	—	—
TRUs[4]	—	—	—	—	—	—
Forklifts[3]	—	—	—	—	—	—
Workers (BESS/Substation)	<1	<1	1	<1	<1	<1
Backup Generators (BESS/Substation)	<1	<1	2	<1	<1	<1
Maximum Daily	**23**	**30**	**66**	**20**	**5**	**<1**
SCAQMD Regional Operations Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide.

[1] Assumes landscaping equipment will be 100 percent zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[2] Assumes 50 percent of trucks are zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[3] Assumes 100 percent of yard equipment is zero-emissions at Opening Day (Mitigation Measure 3.2-2b).

[4] Assumes 100 percent of TRUs would be plugged in and TRUs would not run on diesel at any point on-site (Mitigation Measure 3.2-2c).

Source: Modeled by Ascent in 2025.

Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Thresholds

Construction

Construction of Alternative 2 would emit localized pollutants through the onsite use of heavy-duty construction equipment and fugitive dust from ground-disturbing activities. These localized emissions could expose nearby sensitive receptors to substantial pollutant concentrations if levels exceed established SCAQMD localized significance thresholds (LSTs).

Localized emissions during construction would not exceed the applicable LSTs for the Alternative 2 project area (Table 5-12). Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Table 5-12 Estimated Construction Emissions (Mass Localized Pounds Per Day) for Alternative 2

Construction Phase	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 2026				
Demolition and Site Clearing	5	18	15	4
Buildings				
Grading and Excavation	4	35	3	1
Building Construction and Infrastructure Improvements	3	15	<1	<1
Concrete Imports	<1	<1	<1	<1
BESS and City-Owned Electrical Substation Construction and Installation				
BESS Grading and Trenching	4	34	3	1
BESS Pile Driving and Setting Foundation	5	30	<1	<1
Mechanical Crew BESS Facility Installation	4	16	<1	<1
Electrical Crew BESS Facility Installation	4	16	<1	<1
Sub & T-Line Crew Substation Construction	4	13	<1	<1
Worker Trips	<1	<1	<1	<1
Site Trucks	<1	<1	<1	<1
Water Trucks	<1	<1	42	4
Maximum Daily 2026[a]	**13**	**87**	**63**	**10**
Year 2027				
Buildings				
Building Construction and Infrastructure Improvements	3	15	<1	<1
Paving	2	11	<1	<1
Architectural Coating	<1	<1	<1	<1
BESS and City-Owned Electrical Substation Construction and Installation				
Electrical Crew BESS Facility Installation	4	16	<1	<1
Sub & T-Line Crew Substation Construction	4	13	<1	<1
Worker Trips	<1	<1	<1	<1
Site Trucks	<1	<1	<1	<1
Water Trucks	<1	<1	42	4
Maximum Daily 2027[b]	**11**	**44**	**43**	**5**
Overall Maximum	**13**	**87**	**63**	**10**
SCAQMD Localized Construction Threshold [c]	**778**	**27,680**	**229**	**120**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes: NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter.

[a] 2026 Maximum Emissions Occur when Demolition and Site Clearing, Grading and Excavation, BESS Grading and Trenching, and all BESS/substation worker trips, water trucks, and site truck activity would overlap.

[b] 2027 Maximum Emissions for all but VOC would occur when Building Construction and Infrastructure Improvements, BESS Electrical Crew, Substation Construction, and all BESS/substation worker trips, water truck, and site truck activity would overlap; Maximum Emissions for VOC would occur during the Architectural Coating phase.

[c] Localized thresholds for construction are based on a 5-acre project site and 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Source: Modeled by Ascent in 2026.

Operations

Once operational, Alternative 2 would result in air pollutant emission sources such as truck movement and idling, yard equipment, worker trips, and overall Alternative 2 industrial and warehouse operations. According to SCAQMD, only onsite emissions are to be considered in the LST analysis. However, because each truck would travel and idle within the project site as part of operations under Alternative 2, truck emissions within the site boundary were included in the LST analysis.

Localized emissions during operations would not exceed the applicable LSTs for the Alternative 2 project area (Table 5-13). Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Table 5-13 Estimated Operational Emissions (Mass Localized Pounds Per Day) for Alternative 2

Emissions Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	<1	32	<1	<1
Energy	—	—	—	—
Medium Duty Trucks	1	1	<1	<1
Heavy Duty Trucks	7	4	<1	<1
Workers (Warehouse Buildings)	<1	3	<1	<1
Yard Trucks	5	2	<1	<1
TRUs	13	2	<1	<1
Forklifts	44	610	<1	<1
Workers (BESS/Substation)	<1	1	<1	<1
Backup Generators (BESS/Substation)	<1	2	<1	<1
Maximum Daily	**71**	**657**	**2**	**1**
SCAQMD Localized Operations Threshold	**778**	**27,680**	**55**	**29**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes: NOx = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter.

Localized thresholds for operations are based on a 5-acre project site and a 500-meter distance to receptors within SRA 34 (Central San Bernardino Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions

Source: Modeled by Ascent in 2025.

Summary

Similar to the proposed project, localized emissions during construction and operation of Alternative 2 would not exceed the applicable LSTs. For this reason, this impact would be **less than significant**, and this impact is similar to, but less than what was analyzed under the proposed project as emission would be slightly reduced under Alternative 2.

Expose Sensitive Receptors to TAC Concentrations that Result in an Incremental Increase in Cancer Risk Greater than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater

Construction

Similar to the proposed project, the closest sensitive receptors to the Alternative 2 project site are at the Victoria Woods Apartments housing development, which is located approximately 0.4 miles northeast of the nearest portion of the project site. Construction would be sporadic in both duration and location, with actual construction taking place during an approximately 18-month period, which is much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. Therefore, similar to the proposed project, due to the short-term nature of the construction period, Alternative 2 would generate low levels of construction-related diesel emissions. As such, construction of Alternative 2 would not result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

Operations

Similar to the proposed project, a quantitative HRA was conducted for Alternative 2 to analyze the potential health risks of long-term operations on nearby receptors. This HRA considers the regulatory framework, proximity of contaminants to sensitive receptors, quantity, volume, toxicity of the contaminants, and the likelihood and potential level of exposure.

Lifetime cancer risk was estimated to be below SCAQMD's cancer risk threshold for residential uses, schools, and parks during operation of Alternative 2 (Table 5-14). The chronic hazard index was estimated to be less than the hazard index thresholds at all receptors. The unmitigated health risk impacts for Alternative 2 are less than the proposed project's, and are reduced under this alternative to less than significant before mitigation (e.g., maximum incremental cancer risk at residential uses is six chances per million for Alternative 2 versus 10 chances per million for the proposed project).

Table 5-14 Estimated Unmitigated Operations-Related Health Risk (chances per million) for Alternative 2

Risk Type	Residential	School	Park
Proposed Project Incremental Cancer Risk	*10*	*0.4*	*0.1*
Alternative 2 Maximum Incremental Cancer Risk	6	0.2	0.04
Cancer Risk Threshold	10	10	10
Chronic Hazard Index	0.002	0.0003	0.001
Hazard Index Threshold	1.0	1.0	1.0
Exceed Thresholds?	No	No	No

Source: Modeled by Ascent in 2025.

Note that the majority of this risk (96 percent at the maximally exposed location) is associated with diesel PM from yard trucks, forklifts, and TRUs, which are assumed to operate on-site every day of the year. Trucks make up a smaller portion of the risk (four percent at the maximally exposed location).

Because the residential cancer risk of six chances in one million does not exceed the incremental cancer risk threshold of 10 chances in one million, unlike the proposed project, Alternative 2 project operations would not expose sensitive receptors to substantial concentrations of diesel PM pollution. This impact would be **less than significant**, where impacts under Alternative 2 would be greatly reduced compared to that analyzed for the proposed project, which had significant health risk impacts prior to the implementation of Mitigation Measures 3.2-2b through 3.2-2d. While Alternative 2 would still be required to implement Mitigation Measures 3.2-2b through 3.2-2d under Air Quality Threshold 1 (Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Threshold), these mitigation measures would not be required to mitigate for health risk impacts under Alternative 2.

Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

As Alternative 2 would also be an industrial and warehouse facility, operations under this alternative would not substantially change the odors generated from the project site compared to the proposed project. Odors resulting from the operation of Alternative 2 are not likely to affect a substantial number of people because the alternative does not include land uses typically associated with objectionable odors. Operations would result in minor odors from diesel-fueled trucks and diesel-fueled equipment. Odors generated by trucks are minor and temporary. In addition, no major existing sources of odors have been identified in the vicinity of the project site. Thus, this impact would be **less than significant** and this impact is similar to, but less than what was analyzed under the proposed project.

Archaeological, Historical, and Tribal Cultural Resources

Historical Resources

As with the proposed project, the project site includes previously disturbed bare ground, piles of crushed concrete and discarded concrete pipe, gravel piles, and exposed soils with sparse native grass and weed growth. The two onsite structures observed during the pedestrian survey (West Water Tank and East Water Tank) were evaluated and recommended not eligible for listing in the California Register of Historic Resources. Because no historical resources were identified on the project site, Alternative 2 would not cause a substantial adverse change in the significance of a

historical resource. Therefore, there would be **no impact** with implementation of Alternative 2 and this impact is similar to what was analyzed under the proposed project.

Human Remains

As with the proposed project, no known human burials have been identified on the project site or within the project site vicinity. If unknown human remains are inadvertently encountered during grading or excavation activities associated with Alternative 2, 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 Standard Condition of Approval 5.5-2, which requires cessation of activities within a 100-foot buffer of any human remains or funerary objects encountered during construction and that the County Coroner be contacted pursuant to State Health and Safety Code Section 7050.5. Because of the protection required by the State Health and Safety Code and the City's standard condition of approval, Alternative 2 would not substantially disturb human remains, including those interred outside of formal cemeteries. Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Compared to the proposed project, the area of ground disturbance and the amount of deep ground disturbance would be reduced under Alternative 2. Therefore, impacts would be **less than significant** and this impact is similar to, though less than what was analyzed under the proposed project.

Archaeological Resources

Ground disturbing activities associated with construction of Alternative 2 would include grading to remove soil and compacting fill material for the building pads, excavation for the stormwater retention basins, trenching for installation of below-grade utilities, and superficial excavation needed to construct the new public streets, install parking lot pavement and other hardscaping as well as planting of trees and landscaping improvements. Excavation associated with Alternative 2 would involve depths of at least 5 feet below the existing ground surface for the proposed building pads, stormwater retention basins, and underground utilities. Other improvements including surface parking spaces, new public streets, and landscaping would involve more shallow excavation at depths less than 5 feet below existing ground surface. In localized areas, loose soils would be removed at depths greater than 5 feet below existing ground surface. Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. While the majority of construction activities would be similar under Alternative 2 compared to the proposed project, pile driving would be necessary for the BESS facility, which would extend excavation depths to 10-12 feet. As such, construction of Alternative 2 would increase the amount of deep ground disturbance compared to the proposed project (i.e., excavation depths of 5 feet) as the excavation would occur at greater depths than excavation for building foundations under the proposed project.

Per the archaeological resources assessment, which was undertaken for the proposed project, the results of the South Central Coastal Information Center records search performed as part of this assessment revealed that no precontact or historic era archaeological sites have been previously documented within the project site. Similarly, the results of the Phase I pedestrian survey did not reveal the presence of precontact or historic era archaeological sites within the project site. The archaeological resources assessment did not identify any potentially significant archaeological resources. In addition, the archaeological resources assessment did not identify the project site as having either high or medium sensitivity for archaeological resources. Therefore, no unique archaeological resources as defined in CEQA Section 21083.2(g) or archaeological resources as defined in State CEQA Guidelines Section 15064.5 were identified. Because the archaeological resources assessment did not identify potentially significant archaeological resources or high or medium sensitivity for archaeological resources, the conditions described in Standard Condition of Approval 5.5-8 regarding a Phase II Testing and Evaluation investigation (5.5-8a) and monitoring of construction ground disturbance (5.5-8b and 5.5-8c) would not be triggered by Alternative 2.

As with the proposed project, there is potential for archaeological remains to be encountered below the ground surface at unknown depths. Construction of Alternative 2 would involve earth-moving and excavation activities that may result in the discovery of previously unrecorded archaeological deposits. These activities could damage or destroy

previously undiscovered unique archaeological resources pursuant to Section 15064.5. Once operational, Alternative 2 would not include any activities that would have the potential to cause a substantial adverse change in the significance of a unique archaeological resource. Therefore, construction of Alternative 2, but not operations, has the potential to cause a substantial adverse change in the significance of a unique archaeological resource, which is considered **potentially significant**. However, similar to the proposed project, Alternative 2 would be required to implement Mitigation Measure 3.3-1, which require construction to halt in the event of an inadvertent discovery of archaeological resources during construction as well as require coordination with Native American groups, implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant archaeological resources are recovered. Therefore, implementation Mitigation Measure 3.3-1 would ensure that impacts would be reduced to **less than significant with mitigation**, but greater than what was analyzed under the proposed project because of the increased amount of deep ground disturbance.

Tribal Cultural Resources

As assessed under the proposed project, tribal consultation under Assembly Bill 52 did not result in the identification of tribal cultural resources within the project site. Nevertheless, due to the sensitivity of the project site for unidentified subsurface resources that could qualify as a tribal cultural resource remains, ground-disturbing activities implemented during construction of Alternative 2 could damage or destroy tribal cultural resources, which is considered a **potentially significant** impact. Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation; therefore, there would be a reduction in the amount of deep ground disturbance as the excavation would occur at a shallower depth than excavation for building foundations under the proposed project. Nevertheless, Alternative 2 would still be required to implement Mitigation Measures 3.3-1 and 3.3-2a through 3.3-2e that were recommended by the tribes to minimize effects to tribal cultural resources, which would ensure that impacts would be **less than significant with mitigation.** Impacts would be similar, but less than what was analyzed under the proposed project because of the reduced area of ground disturbance and amount of deep ground disturbance.

Biological Resources

Special-Status Plants

The project site does not contain habitat suitable for special-status plant species; therefore, implementation of Alternative 2 would result in **no impact** on special-status plants. This impact is similar to what was analyzed under the proposed project.

Special-Status Wildlife

The project site does not contain habitat suitable for special-status wildlife species; therefore, implementation of Alternative 2 would result in **no impact** on special-status wildlife. This impact is similar to what was analyzed under the proposed project.

Riparian Habitat or Other Sensitive Natural Communities

No sensitive natural communities and no riparian habitat are located in or immediately adjacent to the project site or off-site improvement areas. Therefore, implementation of Alternative 2 would result in **no impact** on these resources and this impact is similar to what was analyzed under the proposed project.

State or Federally Protected Aquatic Resources

As with the proposed project, construction of Alternative 2 would involve direct removal of the Chadwick Channel, which is a water of the State regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607), which is considered a **potentially significant** impact on a State protected aquatic resource. Like the proposed project, Alternative 2 would be required to implement Mitigation Measure 3.4-1, which would reduce potential direct and indirect (i.e., downstream) impacts on Chadwick Channel by implementing measures that result in no net loss of existing ecological functions and would ensure that impacts would be **less than significant with mitigation**. This impact is similar to what was analyzed under the proposed project.

Wildlife Movement Corridors or Nurseries

According to the California Essential Habitat Connectivity Project, the project site is not located in a Natural Landscape Block or Essential Habitat Connectivity Area because the site does not provide an important connection between any areas of natural habitat that would be isolated if the connection were lost (Spencer et al. 2010). Although wildlife may pass through the site occasionally, it is unlikely that the site functions as a significant wildlife movement corridor or wildlife nursery site, because the site and the area surrounding it lack natural habitat. In addition, through Standard Condition of Approval 5.4-4, the City requires vegetation removal associated with construction activities to occur between September 16 and March 14; a preconstruction survey and specified measures to protect active nests, if found, are required for vegetation removal between March 15 and September 15. Therefore, implementation of Alternative 2 would not interfere substantially with the movement of any native resident or migratory wildlife species. **No impact** would occur and this impact is similar to what was analyzed under the proposed project.

Conflict with Local Policies and Ordinances

Construction of Alternative 2 would not result in the direct removal of trees that may be considered heritage trees under the RCMC. Therefore, Alternative 2 implementation would result in **no impact** related to conflicts with local policies and ordinances protecting biological resources, and this impact is similar to what was analyzed under the proposed project.

Consistency with Habitat Conservation Plans

The project site is not within the plan area of any adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, Alternative 2 implementation would result in **no impact** regarding consistency with such plans, and this impact is similar to what was analyzed under the proposed project.

Energy

Methodology

A quantitative analysis was performed to estimate the degree to which air quality impacts would change under this alternative relative to the proposed project. The methodology used to estimate energy consumption impacts under Alternative 2 is similar to that used for the proposed project but was updated specific to the description of the alternative (i.e., reduction in total building square footage, replacing Buildings 3 and 4 with BESS, and replacing Building 5 with a 3.78-acre new electrical substation). Key assumptions in determining the level of activity are provided within the *Air Quality* analysis for Alternative 2 above. Energy consumption was calculated using energy consumption data from CalEEMod as well based on fuel efficiency factors from EMFAC. Specific model assumptions and inputs for these calculations can be found in Appendix L.

Wasteful Consumption of Energy

Under Alternative 2, energy demand would increase compared to existing conditions, however the energy demand would be slightly less than that of the proposed project due to the reduction in building square footage. This reduction in building square footage would result in lower energy consumption overall. Similar to the proposed project, Alternative 2 would not require atypical construction. However, in developing an industrial/warehouse facility, Alternative 2 would also allow for development that is not inherently energy efficient due to the nature of industrial/warehouse uses (i.e., building operations and associated equipment, passenger car, and truck transportation energy consumption). However, under Alternative 2, a 230 kV substation and BESS will also be installed. The 230 kV substation will provide electricity to the project site, serve as a key part of the electrical grid, and provide back-up power should SCE lose power at the existing Arbor substation. The electrical substation would not increase electrical demand because its purpose is to manage and distribute electricity more efficiently. The BESS facility is not expected to increase electrical demand because it would store energy during off-peak hours and discharge it during peak demand periods, effectively reducing peak loads and shifting energy usage to more efficient times.

Construction

Similar to the proposed project, energy would be required to construct, operate, and maintain construction equipment and to produce and transport materials associated with construction of Alternative 2. During construction, diesel fuel would be consumed by equipment and heavy-duty trucks, while construction worker commute vehicles would be primarily powered by gasoline (Table 5-15). Alternative 2 would increase construction diesel and gasoline consumption compared to the proposed project by 137,676 and 39,230 gallons, respectively. This increase in diesel and gasoline consumption is due to the various types of construction deliveries and methods (i.e., warehouse, BESS facility, and electrical substation) being used under Alternative 2 compared to construction of only warehouses under the proposed project. Furthermore, construction of the BESS facility and electrical substation require more truck trips and deliveries than the construction of the warehouses.

Table 5-15 Estimated Construction-Related Energy Consumption for Alternative 2

Fuel Type	Proposed Project (Gallons)	Alternative 2 (Gallons)
Diesel	58,772	196,448
Gasoline	72,595	111,825

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from trucks.

Source: Modeled by Ascent in 2025.

While construction activities would require fuel and other energy sources that are nonrecoverable, this energy usage would be temporary and would cease once construction is complete. Typically, construction contractors strive to complete construction projects efficiently to meet project schedules and minimize cost. Thus, only the necessary amount of fuel would be consumed to complete Alternative 2 construction. Furthermore, there is no evidence to suggest that construction-related energy demand associated with this alternative would be atypical. As such, nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner during the construction when compared to other construction activity in the region.

Operational Building Energy

All new buildings developed under Alternative 2 would comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the City's Planning Director and as required by the California CALGreen Building Code. Operation of Alternative 2 would involve the use of electricity for lighting, refrigeration, space and water heating, air conditioning, and appliances, which would increase electricity consumption in the region relative to existing conditions (Table 5-16). Alternative 2 would reduce operational building energy consumption compared to the proposed project by 347 MWh/year.

Table 5-16 Estimated Operational Building Energy Consumption for Alternative 2

Land Use	Proposed Project Energy Consumption (MWh/year)	Alternative 2 Energy Consumption (MWh/year)
Unrefrigerated Warehouse	4,798	2,142
Cold Storage	2,527	4,352
Office	1,047	1,285
Parking	1,336	1,582
Total	**9,707**	**9,360**

Note: MWh/year = megawatt-hours per year.

Source: Calculations by Ascent in 2025.

Operational Transportation Energy

Operation of Alternative 2 would result in fuel consumption related to heavy duty truck trips and worker commute vehicles traveling to and from the project site, as well as from the use of yard equipment within the project site to handle cargo. Worker commute trips are assumed to be via gasoline-powered light duty automobiles and trucks, while heavy duty trucks, and all yard equipment, are assumed to be diesel-powered. Operational transportation-

related fuel estimates are summarized in Table 5-17. Alternative 2 would reduce operational diesel and gasoline consumption compared to the proposed project by 468,376 and 150,422 gallons, respectively. Alternative 2 would reduce operation diesel and gasoline consumption due to the reduction of operational warehousing trips with the elimination of Buildings 3, 4, and 5 and the introduction of the BESS facility and electrical substation, which don't generate a substantial amount of trips.

Table 5-17 Estimated Operational Transportation Energy Consumption for Alternative 2

Source	Fuel Type	Proposed Project (Gallons Per Year)	Alternative 2 (Gallons Per Year)
Fuel Consumption by Source			
Trucks	Diesel	1,033,443	763,727
Workers	Gasoline	408,441	258,019
TRUs	Diesel	138,725	41,940
Yard Trucks	Diesel	23,074	13,844
Forklifts	Diesel	257,555	164,909
Total Fuel Consumption			
Trucks, TRUs, Yard Trucks, Forklifts	Diesel	1,452,797	984,421
Worker Trips	Gasoline	408,441	258,019

Source: Calculations by Ascent in 2025.

As with the proposed project, Alternative 2 would develop new industrial and warehouse uses, which could substantially increase energy usage during building operations and transportation, even with adherence to applicable building codes and City requirements. Furthermore, while Alternative 2 would incorporate energy efficiency features, warehouse uses are by nature not energy efficient due to their operations requiring large amounts of energy, and Alternative 2 implementation could still increase energy usage significantly. However, Alternative 2 would include the development of a new BESS facility and a City-owned 230 kV electrical substation, which would help to increase SCE and RCMU's energy grid stability by increasing energy storage and transmission capabilities. These new facilities would help to strengthen the existing electricity grid and would also provide backup power sources for Alternative 2 in the case of emergency. In addition, the decreased amount of warehousing under Alternative 2 compared to the proposed project would decrease the amount of energy required to operate Alternative 2 compared to the proposed project. Therefore, operation of Alternative 2 would result in **less than significant** impacts related to the wasteful, inefficient, or unnecessary use of energy, where impacts would be reduced compared to the project as implementation of Mitigation Measures 3.7-1a and 3.7-1b would not be necessary for this impact under Alternative 2.

Plan Consistency

Similar to the proposed project, Alternative 2 would be consistent with the 2025 California Energy Code, CBC, and the General Plan. Alternative 2 would incorporate many design features that are consistent with the local and state plans, such as including renewable energy and passive solar design (General Plan Policies RC 6.2 and RC 7.9) and by installing solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area) and EV chargers at automobile parking stalls (Climate Action Plan [CAP] and General Plan Policy RC 6.1). In addition, Alternative 2 would be consistent with the California Energy Code, which inherently ensures consistency with the State Energy Efficiency Action Plan, by focusing on increasing energy efficiency and decarbonization in commercial and industrial buildings. Alternative 2 would also adhere to the requirements of applicable building codes, such as the CBC, which includes energy efficiency and water conservation measures. Therefore, Alternative 2 would be consistent with the 2025 California Energy Code, CBC, and the General Plan, similar to the proposed project.

However, similar to the proposed project, Alternative 2 would conflict with the City's CAP because General Plan Policy RC 6.2 only encourages the installation of renewable energy while the CAP Checklist requires use of renewable energy systems beyond the current Energy Code for industrial projects in the Neo-Industrial (NI) and Industrial Employment (IE) zoning districts, consistent with the CAP. As the Alternative is designed prior to the application of mitigation, it would not be fully consistent with the requirements for equipment electrification and renewable energy requirements of the City's CAP. For that reason, Alternative 2 would conflict with the City's CAP and the impact related to renewable energy plans would be **potentially significant** prior to mitigation.

Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measures 3.7-1a and 3.7-1b to reduce the energy demand under this alternative through the implementation of energy efficiency and renewable energy in building design; inclusion of low-emission vehicles; requirement for zero emission equipment; and use of clean construction fleets. Implementation of these mitigation measures would ensure compliance with the City's CAP, State Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. Thus, this impact is **less than significant with mitigation**, which is similar to what was analyzed under the proposed project.

Geology and Soils

Rupture of a Known Earthquake Fault

The nearest earthquake fault to the project site is the Red Hill-Etiwanda Avenue fault, approximately 3 miles northwest of the nearest property line of the project site. According to State maps the project site is not located within an Alquist-Priolo fault zone and there is no evidence to suggest that the project site is located on top of a fault line that would rupture. Therefore, Alternative 2 implementation would not directly, or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. **No impact** would occur and this impact is similar to what was analyzed under the proposed project.

Seismic-related Ground Failure – Liquefaction or Landslides

The project site is located in a heavily developed and industrial area of the city. The project site is not identified as being within an area prone to liquefaction or landslides (DOC 2022). The project site and surrounding 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. Due to the location of the project site in relation to hazardous zones and the topography of the project site, Alternative 2 implementation would result in **no impact** related to liquefaction or landslide hazards and this impact is similar to what was analyzed under the proposed project.

Soil Erosion or Loss of Topsoil

Construction of Alternative 2 would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. The State Water Resources Control Board (SWRCB) Construction General Permit (Order WQ 2022-0057-DWQ) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more and which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that requires implementation of best management practices (BMPs) to reduce pollutants, including silt and soil, in construction stormwater discharges. In addition to the incorporation of SWPPP BMPs, Alternative 2 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. Operation and maintenance would not require additional soil disturbance and would not result in erosion or loss of topsoil. After Alternative 2 is constructed, there would be a reduction in the area of exposed soil compared to existing conditions, thus limiting the potential for soil erosion to occur. Implementation and compliance with the stated permits, plans, practices, and policies would reduce, prevent, and minimize soil erosion or the loss of topsoil. There would be **no impact** and this impact is similar to what was analyzed under the proposed project.

Septic Tanks or Alternative Wastewater Disposal Systems

Alternative 2 does not propose the addition of septic tanks or other alternative wastewater disposal systems. As a result, no impact to soils from the use of septic tanks or alternative wastewater disposal systems would occur. Therefore, there would be **no impact** and this impact is similar to what was analyzed under the proposed project.

Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

The project site is located within the seismically active region of southern California and in proximity to several known fault lines capable of producing significant magnitude earthquakes that could lead to seismic ground shaking on the project site. Compliance with State and local laws, requirements, and standard conditions of approval would minimize the potential for Alternative 2 to cause direct or indirect adverse effects, including risk of loss, injury, or death involving strong seismic shaking. Alternative 2 would be required to comply with the most recent version of the California Building Code (CBC) (the 2022 version is the most current as of preparation of this EIR) Chapter 16, Structural Design, which identifies both general building structural design requirements and specific seismic safety design requirements for projects. The 2022 CBC has been adopted and codified in RCMC Chapter 15.12, Building Code, and as such, all new development within the city is subject to these standards, including Alternative 2. As discussed for the proposed project, the City also has implemented standard conditions of approval for projects to reduce impacts from adverse geological and soils conditions (i.e., standard conditions of approval 5.7-2 through 5.7-7). These standard conditions of approval minimize geologic seismic hazards caused by Alternative 2 by requiring the preparation and approval of project-specific geological and soils reports and grading plan checks prior to grading approvals. Compliance with standard conditions of approval 5.7-2 through 5.7-7 would reduce the potential for Alternative 2 to cause injury, loss, and property damage associated with strong seismic ground shaking. Thus, this impact would be **less than significant**. This impact is similar, but less than what was analyzed under the proposed project because of the reduced building footprint.

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, Liquefaction, or Collapse

The project site has a relatively flat and level topography and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable. In addition, the project site is not located within an area prone to landslides or liquefaction. Therefore, Alternative 2 would not be located on a geologic unit or soil that is unstable or that would become unstable because of the project and potentially result in on- or off-site landslide, lateral spreading, liquefaction, or collapse. Therefore, this impact would be **less than significant**. This impact is similar, but less than what was analyzed under the proposed project because of the reduced building footprint.

Be Located on Expansive Soil, Creating a Substantial Direct or Indirect Risk to Life and Property

The soils that underlay the project site are not characteristic of clay minerals that would otherwise contain the potential to swell and shrink when wetted and dried, potentially causing damage to foundations, pipes, and walls. As such, the project site is not located on expansive soil, and development of Alternative 2 would not create a substantial direct or indirect risk to life and property because of being located on expansive soil. Therefore, this impact would be **less than significant**. This impact is similar to what was analyzed under the proposed project because of the reduced building footprint.

Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Due to the project site's historical development and redevelopment, no unique geological features are present onsite. Although most soils within the city are considered too young to contain paleontological fossils or other resources, excavation activities into deeper (older-aged) soils, potentially as shallow as 5 feet below ground surface (bgs), have been known to yield paleontological resources in southwestern San Bernardino County, where the project site is located. Because excavation of soils during construction activities would extend to depths greater than 5 feet bgs, Alternative 2 may result in the inadvertent discovery of unique paleontological resources. If a unique paleontological resource or site is encountered during excavation it could be damaged or destroyed if protective measures are not in place, which is considered a **potentially significant** impact. Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project. Nevertheless, Alternative 2 still has the potential to disturb soils at depths greater than 5 feet bgs. Therefore, Alternative 2 would be required to implement Mitigation Measures 3.6-4a through 3.6-4g, similar to the proposed project, which would ensure the appropriate industry protocol would be implemented following the inadvertent discovery of paleontological resources. Thus, implementation of Mitigation Measures 3.6-4a through 3.6-4g would reduce the potential for Alternative 2 to directly or indirectly destroy a unique paleontological resource or site. Impacts would be reduced to **less than significant with mitigation**. This impact is similar to, but less than what was analyzed under the proposed project because of the reduced area and depth of ground disturbance.

Greenhouse Gas Emissions and Climate Change

Methodology

A quantitative analysis was performed to estimate the degree to which GHG impacts would change under this alternative relative to the proposed project. The methodology used to estimate GHG impacts under Alternative 2 is similar to that used for the proposed project but was updated specific to the description of the alternative (i.e., reduction in total building square footage, replacing Buildings 3 and 4 with BESS, and replacing Building 5 with a 3.78-acre new electrical substation). Key assumptions in determining the level of activity are provided within the *Air Quality* analysis above. In addition to those items, GHG emissions associated with energy consumption, water consumption, wastewater generation, solid waste generation, and refrigerant usage were estimated based on CalEEMod defaults for the alternative's land uses, similar to the modeling conducted for the proposed project. Specific model assumptions and inputs for these calculations can be found in Appendix L.

Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment or Conflict with GHG Plans

Similar to the proposed project, Alternative 2 would generate GHG emissions from construction and operational activities, including emissions from truck and worker vehicle travel, yard equipment, building-related utility consumption, and refrigerants.

Alternative 2 construction activities would result in GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute (Table 5-18). Consistent with SCAQMD guidance, total construction emissions are summed and amortized over a 30-year project life and added to operational emissions to determine the significance of the GHG emissions impacts for Alternative 2. As mentioned above, project-level GHG emissions are inherently cumulative; therefore, the construction emissions listed in Table 5-18 are considered as part of the GHG emissions for the lifecycle of Alternative 2.

Table 5-18 Greenhouse Gas Emissions from Construction and Operations for Alternative 2

Emissions Source	Proposed Project ($MTCO_2e$)	Alternative 2 ($MTCO_2e$)
Construction GHG Emissions		
Total ($MTCO_2e$)	1,237	2,988
Amortized ($MTCO_2e$/year)	41	100
Operational GHG Emissions ($MTCO_2e$/year)		
Area Sources	25	15
Energy Consumption	2,867	2,764
Water Consumption and Wastewater Generation	936	561
Solid Waste Generation	356	216
Refrigerants	509	877
Medium Duty Trucks	1,329	928
Heavy Duty Trucks	9,315	6,870
Workers (Warehouse Buildings)	3,586	2,231
Yard Trucks	236	141
TRUs	1,416	428
Forklifts	2,630	1,684
Workers (BESS/Substation)	--	34
Backup Generators (BESS/Substation)	--	41
Total Operational GHG Emissions	**23,243**	**16,789**
Total Annual GHG Emissions (Amortized Construction + Operational)	**23,284**	**16,889**

Notes: Notes: Totals may not add due to independent rounding. $MTCO_2e$ = metric tons of carbon dioxide equivalent; GHG = greenhouse gas

Source: Modeled by Ascent in 2025.

Operations of Alternative 2 would result in similar area-source GHG emissions from using landscaping equipment, energy-source emissions from the consumption of electricity uses in buildings, mobile-source emissions from vehicle trips to and from the project site, water-related energy consumption associated with water use and conveyance and treatment of wastewater, and solid waste-generated emissions from the transport and disposal of solid waste (see Table 5-18). However, due to the reduction in the total building square footage under Alternative 2 compared to the proposed project, operational GHG emissions would also be slightly reduced. As such, Alternative 2 would result in approximately 6,395 $MTCO_2e$ fewer GHG emissions than the proposed project. However, estimated GHG emissions for Alternative 2 would still exceed the SCAQMD 10,000 $MTCO_2e$/year numerical threshold recommended by SCAQMD for industrial projects. It is worth noting that the emissions analysis is based on a set of conservative emissions that assumed the alternative would be operational in 2027. Note that, as explained in Section 3.7, "Greenhouse Gas Emissions and Climate Change", the comparison of project emissions to SCAQMD numerical threshold for industrial projects is provided for informational purposes only.

However, as noted in Section 3.7.3, "Environmental Impacts and Mitigation Measures," similar to the proposed project the GHG Emissions and Climate Change analysis focuses on whether Alternative 2 would be consistent with the City's CAP using its CAP Consistency Checklist. Moreover, this analysis evaluates whether the GHG emissions of Alternative 2 would conflict with applicable Scoping Plan strategies needed to achieve statewide GHG reduction targets and goals. An evaluation of each emission source for Alternative 2 is presented below.

CAP Consistency

Alternative 2 would use the same approach to meet CAP consistency as the proposed project. Similar to the proposed project, Alternative 2 would be consistent with the City's adopted General Plan land use designations as this alternative would construct and operate an industrial/warehouse facility within the Neo-Industrial Employment District and the Industrial Employment District (City of Rancho Cucamonga 2021).

A CAP consistency analysis for Alternative 2 is provided in Table 5-19. CAP Measures that are relevant to Alternative 2 have been included as Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a through 3.7-1c, and 3.13-2a through 3.13-2d throughout this analysis to ensure they are included in the design for Alternative 2. In the event that Alternative 2 would replace the proposed project, the Applicant would be required to submit a CAP Consistency Checklist to the City prior to approval of Alternative 2, and the relevant CAP measures would be prescribed as conditions of approval. Based on the direction provided in the CAP Consistency Checklist, a project must implement the relevant measures from the CAP Checklist in order to be in compliance with the City's CAP. Therefore, before mitigation, Alternative 2 would be inconsistent with the City's CAP. For these reasons, impacts related to Alternative 2's consistency with the City's CAP would be considered **potentially significant**.

Table 5-19 Consistency of Alternative 2 with CAP Consistency Checklist

Number	CAP Measure	Alternative 2 Implementation	Consistent?
1. Electric Vehicle Charging (Strategy 1.2)	For non-residential office and industrial: 10% of parking spaces would be "EV Ready" or a minimum of 1 "EV Ready" space for 0-9 parking spaces, and 5% of parking spaces would be "EV Installed" or a minimum of 1 "EV Installed" space for 0-20 parking spaces.	This measure applies to non-residential office and industrial development and would be applicable to the development of the project. Alternative 2 includes 389 passenger vehicle parking spaces and 137 truck trailer parking spaces. 10% of parking spaces would equal 39 passenger vehicle and 14 truck trailer spaces that are EV Ready 5% of parking spaces would equal 19 passenger vehicles and 7 truck spaces that are EV Installed	**Consistent After Mitigation.** Project design includes, at a minimum, 10% of automobile parking stalls to be reserved for EV parking. Of these, 50% (19 spaces) would include installation of Level 2 EV supply equipment, while 39 stalls would be EV Capable. These requirements are consistent with the requirement in CAP Strategy 1.2 for passenger cars. However, the same CAP requirement applies to trucks. **Mitigation Measure 3.2-2b** prescribes

Number	CAP Measure	Alternative 2 Implementation	Consistent?
			requirements to ensure adequate electrical capacity and EV Ready/Capable spaces to allow for 100% electric medium- and heavy-duty trucks to access the site and charge in the future, as needed.
2. Off-Road Equipment (Strategy 1.4)	Commercial and Industrial: For heavy-duty off-road vehicles and equipment (defined as equal to or greater than 50 horsepower) use associated with project operations: will the project use zero emissions technology (e.g., electricity) or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane)? Check "N/A" if zero-emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. To support a "N/A" response, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.	This measure applies to equipment used in the operation of commercial and industrial uses and applies to equipment greater than or equal to 50 horsepower (hp). Operation of Alternative 2would involve the use of heavy-duty off-road vehicles and equipment, including but not limited to yard trucks, forklifts, and TRUs. Per CARB defaults, the typical yard truck is 177 hp, the typical forklift is 63 hp, and the typical TRU is 33.7 hp. Therefore, yard trucks and forklifts are subject to this measure. Moreover, since the specific business activities that would be conducted at the project site under this alternative are not known at this time, other pieces of equipment could be used. Typical warehouse equipment can also include cranes, stackers, container handlers, excavators, loaders, and others, depending on the specific warehouse uses and the type of cargo being handled. These pieces typically exceed 50 hp, thus subject to this CAP measure. Therefore, any future piece of equipment must be zero emissions (e.g., electric, hydrogen, or biomethane) or the applicant or future tenant must prove to the City that the specific type of equipment is not commercially available within the area.	**Consistent After Mitigation.** **Mitigation Measure 3.2-2b** prescribes requirements to ensure 100% operational off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.
3. Construction Vehicles and Equipment (Strategy 1.6)	For heavy-duty vehicles and equipment (defined as equal to or greater than 50 horsepower) used in construction of the project: will a minimum of 50% of vehicles and pieces of equipment be powered by electricity or other zero-emissions technology or fuels?	This measure applies to equipment used in the construction of land use development and applies to equipment greater than or equal to 50 horsepower. Construction of Alternative 2 would involve using various pieces of off-road equipment, including dozers, excavators, graders, tractors, scrapers, forklifts, cranes, pavers, and other equipment, most of which are typically greater than or equal to 50 hp. Any piece of equipment greater than or equal to 50 hp used during construction is subject to this measure.	**Consistent After Mitigation.** **Mitigation Measure 3.7-1a** prescribes requirements to ensure at least 50% of construction off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.
4. Zero Net Electricity (Strategy 3.1 and 3.2)	Residential and Non-Residential (except for projects located in the Neo- Industrial (NI) and Industrial Employment (IE) zoning districts): Will the project include an on-site renewable energy generation system that generates an amount of electricity equal to annualized building demand?	This measure is not applicable to the project, because Alternative 2 is an industrial project in the Neo-Industrial (NI) and Industrial Employment (IE) zoning districts.	**Not applicable**

Number	CAP Measure	Alternative 2 Implementation	Consistent?
5. On-Site Renewable Energy Systems for Projects in the Neo-Industrial and Industrial Employment Districts (Strategy 3.3)	Neo-Industrial (NI) and Industrial Employment (IE) zoning districts: Will the project comply with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B., regarding on-site renewable energy systems?	This measure requires a renewable energy system to be built into Alternative 2 to generate an amount of electricity sufficient to meet all building uses and existing and future demand for all electrical charging for vehicles, trucks, and equipment while factoring in a reasonable rate of efficiency loss over ten years. There are no specific uses proposed. However, Alternative 2 would incorporate solar power for conditioned office space and include solar-ready roof design by accommodating solar panels on 15% of the roof area. While this design feature would allow for the generation of solar energy that future business operations could use, it is unclear if this design is sufficient to meet all of the future power needs, including building energy needs, along with future equipment and truck charging. Based on the land uses assumed in the Alternative 2 analysis modeled electricity consumption is estimated to be 9,360 MWh per year before accounting for charging for electrical vehicles, trucks, and equipment. However, since the specific business activities that would be conducted at the project site under Alternative 2 are not known at this time, it would be speculative to estimate the specific amount of electricity consumed by future uses and the amount of generation at this time.	**Consistent After Mitigation.** **Mitigation Measure 3.7-1b**, requires an evaluation of estimate projected electricity consumption and the design of adequate renewable energy on-site to meet 100% of future power needs, including both building uses as well as charging for electrical equipment, vehicles, and trucks.
6. Transportation Demand Management (Strategy 12.1)	For Multi-Family Residential and Non-Residential: will the project include all of the following strategies? ▶ Provide pedestrian connections between all internal uses and to all existing or planned external streets that abut the project site; close any gaps in existing pedestrian network along internal streets or external streets that abut the site. ▶ Provide end-of-trip bicycle facilities including secure, weather protected storage; bike parking; shower facilities; changing rooms; personal lockers. ▶ Provide traffic calming measures, such as: designated areas where vehicles are prohibited; marked pedestrian crossings; curb extensions, speed tables, raised crosswalks/ intersections, median islands, tight corner radii, roundabouts or mini traffic circles, planter strips with shade trees, chicanes.	This measure requires Transportation Demand Management strategies from multi-family residential and non-residential projects. Alternative 2 includes various measures that are consistent with this CAP measure. Alternative 2 proposes internal roadway design that would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code, future tenants associated with Alternative 2 may be required to implement transportation demand management (TDM) measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. Alternative 2 would meet the parking requirements of the Rancho Cucamonga Municipal Code (Chapter 17.64, Parking and Loading Standards; 17.64.100 D.1, Trailer Parking Required). In addition, Alternative 2 shall prepare a Parking Management Plan, in accordance with RCMC Section 17.64.070, Parking Management Plan, which requires that all projects proposed in Neo-Industrial	**Consistent After Mitigation.** Project features, in addition to **Mitigation Measures 3.13-2a through 3.13-2d** would reduce employee trips and, therefore, VMT per employee. These measures would ensure Transportation Demand Management strategies are implemented in line with this CAP strategy.

Number	CAP Measure	Alternative 2 Implementation	Consistent?
	▶ Provide designated car-share, carpool, vanpool, and/or park-and-ride parking spaces. ▶ Do not exceed the minimum code requirement for parking capacity And include at least one of the following strategies? ▶ For Non-Residential projects, provide employees with financial incentives for commuting to work by modes other than driving alone, such as public transit, carpool/vanpool, walk/bike, or teleworking. ▶ Implement a car-sharing program (for residents and/or employees)	and Industrial Employment zones create a Parking Management Plan to minimize traffic, manage on-site circulation, and effectively allocate parking needs for each industrial site. Additionally, there are Transportation Demand Management mitigation measures in Section 3.13 of the proposed project EIR, "Transportation," that further reduce vehicle trips, including Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing, Mitigation Measure 3.13-2b: Provide Employee Rideshare Program, Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities, and Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool.	
7. Bike Lanes (Strategy 11.2)	Will the project implement bike lane improvements on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any bike lane improvements or if required improvements are already in place.	This measure requires projects to implement bike lane improvements consistent with the General Plan or other City plans or requirements. This measure is not applicable if improvements are already in place. See response to Strategy 12.1 above. Future tenants will be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. In addition, Mitigation Measure 3.13-2c requires project applicants to install and maintain end-of-trip facilities for employee use, including but not limited to bike parking, bike lockers, showers, and personal lockers.	**Consistent After Mitigation.** Project design is consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. Additionally, **Mitigation Measure 3.13-2c** requires end-of-trip facilities for employee use, including but not limited to bike parking, bike lockers, and showers.
8. Traffic Signal Timing (Strategy 13.1)	Will the project implement traffic signal timing improvements on key commute corridor on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any traffic signal timing improvements or if required improvements are already in place.	This measure requires projects to implement signal timing to reduce traffic congestion. This measure would not be applicable to Alternative 2. Project effects on automobile delay are no longer a consideration when identifying a significant impact under CEQA.	**Not applicable**

Scoping Plan Consistency

The 2022 Scoping Plan is the State's roadmap to achieving long-term GHG reduction targets. Similar to the proposed project, Alternative 2 includes numerous features that promote transportation electrification, VMT reduction, and building decarbonization. While Alternative 2 would not include natural gas infrastructure, this alternative would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on a minimum of 15 percent of the roof area), electric vehicle (EV) chargers at automobile parking stalls, LED lighting, low-flow plumbing fixtures, drought-tolerant landscaping, install solar reflective value of

78 or greater on roofs, ensure electrical room space is oversized to accommodate future expansion of EV charging, seek LEED Silver certification, install features to reduce outdoor water consumption to 25 percent beyond minimum code requirements and reduce interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below minimum requirements of the California Building Energy Code. Additionally, Alternative 2 would use refrigerants in cold storage refrigeration and office HVAC.

Summary

Alternative 2 would implement design features that would reduce GHG emissions and would be generally consistent with the City's CAP as well as the 2022 Scoping Plan. However, Alternative 2 would not implement all relevant CAP and Scoping Plan strategies. Therefore, similarly to the proposed project, Alternative 2 would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with state GHG plans, which is considered a significant impact.

Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a through 3.7-1c, and 3.13-2a through 3.13-2d to reduce the amount of GHG emissions generated from construction and operation to ensure compliance with the City's CAP and 2022 Scoping Plan. Implementation of these mitigation measures would require zero emissions construction and yard equipment, support EV charging for trucks and vehicles, install renewable energy, require low-GWP refrigerants, and implement TDM measures to reduce employee VMT. Therefore, implementation of these mitigation measures would ensure that development under Alternative 2 would be consistent with the City's CAP and 2022 Scoping Plan and would reduce impacts related to generating GHG missions, either directly or indirectly, that may have a significant impact on the environment or conflict with State GHG reduction goals to **less than significant with mitigation**. This impact is similar to, but less than what was analyzed under the proposed project.

Hazards and Hazardous Materials

Emit or Handle Hazardous Materials within 0.25-Mile of an Existing or Proposed School

The project site is located in a highly developed and urbanized industrial area, located within the Neo-Industrial and Industrial Employment District land use designations. There are no existing or proposed schools within 0.25-mile of the project site, with the nearest school to the project site being Perdew Elementary School, located approximately 1.31 miles northeast of the project site. Therefore, Alternative 2 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. Therefore, there would be **no impact**, which is similar to what was analyzed under the proposed project.

Expose People or Structures, Directly or Indirectly, to Significant Risks due to Wildland Fires

The project site is not located within a fire hazard severity zone. Alternative 2 involves redevelopment of a heavily industrial site for industrial and warehouse distribution land uses. Alternative 2 also includes an electrical substation and BESS facility, which may exacerbate fire risk. Electrical substations can experience fires as a result of high-voltage equipment and combustible materials, such as oil-filled transformers (Drouin 2021). In addition, batteries associated with BESS facilities can pose thermal hazards, such as fire, due to thermal runaway, depending on the chemistry and system design.

The proposed redevelopment under Alternative 2 would be required to comply with fire prevention and fire suppression design features in accordance with State and City building codes, applicable RCMC requirements, General Plan policies, and applicable emergency response and fire safety requirements of the Rancho Cucamonga Fire Protection District and California Fire Code. Applicable codes and standards would address potential fire hazards related to the proposed uses. For example, the electrical substation would meet National Fire Protection Association (NFPA) 850 fire safety recommendations for electric generating plants and high voltage direct current converter stations.

The proposed batteries at the BESS facility would be within fully enclosed purpose-built containers that would be temperature-controlled and constructed in compliance with California Fire Code requirements. The International Fire Code (IFC) Chapter 12, Section 1207 delineates Electrical Energy Storage Systems requirements. Stationary BESS are also regulated by Section 608 of the California Fire Code to minimize the risk of loss, injury, or death involving fires to

nearby people and structures, as well as NFPA 855, NFPA 68, and NFPA 69 requirements for explosion prevention and deflagration relief panels. Emergency vehicle and fire access within the site would comply with all standards contained in RCMC Chapter 17.64, "Parking and Loading Standards." Therefore, the BESS facility design is intended to reduce the risk associated with fire and would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Based on the above discussion, Alternative 2 would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. There would be **no impact**, which is similar to what was analyzed under the proposed project.

Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

As established by the results of the Phase I ESA completed by Kleinfelder in 2024 (Appendix F), certain areas of the project site are contaminated with industrial chemicals, some of which were detected above screening levels for commercial uses and thus require remediation prior to the start of construction of Alternative 2. Remediation activities would involve handling, transporting, and disposing of these contaminated soils. Alternative 2 construction activities would involve construction materials typically associated with the construction of industrial warehouse development, which includes the transport, use, and disposal of hazardous materials.

Applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, include, but are not limited to the Resource Conservation and Recovery Act (RCRA), Hazardous Materials Transportation Act (HMTA), California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Rancho Cucamonga. Furthermore, the US Department of Transportation (USDOT) Office of Hazardous Materials Safety and the California Highway Patrol (CHP) both prescribe strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations (CFR). These standard accident prevention and hazardous materials recovery training and procedures are regulatory compliance actions enforced by the State and followed by private State-licensed, certified, and bonded transportation companies and contractors. Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project. Thus, there would potentially be less exposure to contamination with Alternative 2 as excavation would be limited and shallower compared to the proposed project.

The BESS facility proposed under Alternative 2 includes the installation of arrays of batteries within fully enclosed, California Fire Code-compliant, purpose-built containers. The applicant would be required to obtain a permit to operate from the San Bernardino County Environmental Health Division, which is the Certified Unified Program Agency for Rancho Cucamonga, due to the storage of hazardous materials onsite typically associated with BESS facilities. A Hazardous Materials Business Plan (HMBP) must be submitted electronically to the California Environmental Reporting System (CERS) within 30 days of storing hazardous materials in amounts at or above reporting thresholds (55 gallons liquid, 500 pounds solid, 200 cubic feet gas), and annually after that.

As a general category, the use of lithium-ion batteries has the potential to result in overheating, smoke, swelling, electrolyte leakage, venting, fires, thermal runaway, and explosion. Thermal runaway involves converting stored chemical energy to thermal energy within the batteries, which can lead to increased temperatures, cell rupture, and release of toxic or flammable gases. Gases produced from fire, smoke, or thermal runaway can accumulate to a combustible level and cause an explosion.

The proposed BESS facility would include active design measures to prevent or limit fire incidents. Further, the BESS facility would comply with the requirements of the California Fire Code and industry standards to ensure that passive design measures are incorporated into the BESS facility to limit and slow the spread of any thermal runaway or fire event. Each enclosure would be encased within a non-combustible casing, as required by Section 1207.3.5 of the California Fire Code. The BESS facility layout would be designed to ensure spacing between enclosures. This spacing, along with each enclosure's fire protection and safety systems, would reduce the likelihood of a fire spreading to

another enclosure. The Rancho Cucamonga Fire District would be able to access an enclosure in case of an emergency response scenario.

An emergency response plan would be prepared for the BESS facility, as required by California Public Utilities Code section 761.3. The plan would establish the response procedures for an equipment malfunction or failure; develop procedures to ensure the safety of surrounding residents, properties, emergency responders, and the environment; create notification and communication procedures between the facility and local emergency management agencies; and be developed in consultation with the local emergency management agencies.

The electrical substation may use mineral oil as an insulating medium and coolant. The mineral oil would not contain polychlorinated biphenyls, which were banned in the United States in 1979 due to their toxicity. A Spill Prevention, Control, and Countermeasure plan would be developed in accordance with 40 CFR Parts 112.1–112.7 and would identify measures and practices to prevent and contain oil spills.

Adherence to existing regulations and compliance with established safety procedures mandated by applicable federal and State law, City regulations, and manufacturer's instructions would minimize hazardous materials risks resulting from the routine transportation, use, storage, and disposal of hazardous materials during construction and operation of Alternative 2 and would minimize the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, this impact would be **less than significant**, and would be less than what was analyzed under the proposed project due to the smaller project footprint .

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 Environment

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and is listed on multiple databases that track potential and documented contamination, as discussed in the Phase I ESA (Appendix F). In addition, the project site has been identified as contaminated, since soil sampling and soil vapor sampling tests concluded that certain industrial chemical concentrations were reported in exceedance of screening level thresholds. Without proper safety procedures in place to ensure the proper handling and disposal of these contaminated soils, there is a potential to create a hazard to the public or environment during transport and disposal of these contaminated soils during remediation, and there is a potential to create a hazard to the public or environment. Contaminated soils and soil vapor could result in adverse risks to human receptors, including Alternative 2 construction workers and outdoor industrial workers (due to impacted soil that could be inhaled by or come into dermal contact with workers) and indoor industrial workers (due to impacted soil vapor that could adversely impact indoor air quality that could be inhaled by indoor workers), which is considered a **potentially significant impact**.

Under Alternative 2, the southwestern parcel would be removed from the project boundary, Building 3 would be replaced with a BESS facility, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project and thus would potentially lessen exposure to contamination. Nevertheless, Alternative 2 still has the potential to create a hazard to the public or environment from contaminated soils and soil vapor. Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measures 3.8-2a and 3.8-2b, which require the following: (1) design and approval of a Vapor Mitigation System (VMS), where required, for buildings on contaminated parcels to prevent contaminated soil and soil vapor from adversely affecting indoor air quality; (2) testing and, if necessary, cleanup of any contaminants exceeding commercial screening levels located beneath the former aboveground storage tanks (ASTs); and (3) completion of ongoing cleanup and remediation of polychlorinated biphenyl (PCB) contamination before a grading permit is issued for the proposed project. This mitigation would protect human health and the environment by minimizing the potential risk of exposure to future on-site receptors, as well as minimizing or eliminating potential future groundwater degradation from the leaching of contaminants during construction and operation of Alternative 2. Therefore, with implementation of Mitigation Measures 3.8-2a and 3.8-2b, this impact would be reduced to **less than significant with mitigation**, and would be less than what was analyzed under the proposed project due to the smaller project footprint .

For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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

The project site is not located within 2 miles of a public airport or public use airport. As identified in the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP) (City of Ontario 2018), the project site is located within the Airport Influence Area. Alternative 2 development would not adversely affect navigable airspace given the similar height of existing industrial facilities and structures in relation to the flat topography of the project area, as well as the height of existing overhead powerline facilities in the project area. The ALUCP does not prohibit the development of industrial or utility land uses within the project site. Therefore, construction and operation of Alternative 2 would not have the potential to subject people residing or working in the project area to excess levels of aircraft noise and airport-related hazards. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Construction of Alternative 2 would require temporary and/or partial road closures along Etiwanda Avenue, which borders the project site to the east and is designated as an evacuation route in the General Plan (City of Rancho Cucamonga 2017). The General Plan requires that minimum unobstructed widths be maintained along roadways used for evacuation purposes and requires that roadways provide for adequate emergency vehicle response and evacuation. Temporary and/or partial road closures would not impair or interfere with emergency response plans or evacuation plans, and such closures, when needed, would be coordinated with, and approved of by the appropriate city departments and emergency responders. Therefore, Alternative 2 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Hydrology and Water Quality

Risk Release of Pollutants Due to Project Inundation in Flood Hazard, Tsunami, Seiche Zone

The project site is not located within any of the following zones: 100-year floodplain, 500-year floodplain, 500-year floodplain protected by levee, area susceptible to seiche, or an area subject to a tsunami. The project site is not within a floodplain safety district and is not downstream of or within a dam inundation zone. Therefore, construction and operation of Alternative 2 would not result in increased risk of pollutant release due to project inundation in a flood hazard, tsunami, or seiche zone. Therefore, there would be **no impact**, and this impact is similar to what was analyzed under the proposed project.

Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality

Construction of Alternative 2 would involve ground disturbance across the site, potentially resulting in the generation of water pollutants, and post-construction operations would increase the amount of impervious surface area on the project site compared to existing conditions. Alternative 2 would be subject to the statewide National Pollution Discharge Elimination System (NPDES) Construction General Permit requirements, similar to the proposed project, which include implementation of a project-specific SWPPP and BMPs to reduce pollutants in stormwater runoff leaving the construction site. Additionally, the design for Alternative 2 would incorporate post-construction stormwater management BMPs identified in a project-specific water quality management plan (WQMP) to ensure that stormwater runoff from the project site in managed in accordance with the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) and the San Bernardino County Municipal Separate Storm Sewer System (MS4) Permit. Therefore, Alternative 2 would not result in stormwater discharges that violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. This impact would be **less than significant**, and less than what was analyzed under the proposed project because of the reduced project footprint.

Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin

The water service provider, CVWD, would have sufficient groundwater supplies to accommodate the water demand associated with construction and operation of Alternative 2, as the service provider has the capacity to serve the proposed project, which has a greater total building square footage and therefore, would generate a greater water demand. In addition, the design for Alternative 2 would incorporate post-construction stormwater management BMPs that would allow stormwater runoff to percolate into the groundwater aquifer. Therefore, Alternative 2 would not substantially decrease groundwater supplies or interfere with groundwater recharge such that sustainable groundwater management of the Chino Subbasin would be impeded. This impact would be **less than significant** with implementation of Alternative 2, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows

Alternative 2 would result in an increase in impervious surfaces at the project site compared to existing conditions. However, Alternative 2 design would incorporate storm drain systems to collect onsite and offsite runoff, as well as low impact development (LID) infiltration, biofiltration, and self-retaining BMPs that would capture, treat, retain, and discharge flows. These BMPs would remove pollutants from stormwater runoff and reduce stormwater discharge volumes to mimic existing flow patterns. Alternative 2 would be subject to the requirements of the statewide NPDES Construction General Permit, San Bernardino County MS4 Permit, and City of Rancho Cucamonga regulations and standard conditions of approval related to site drainage. Therefore, Alternative 2 would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or impede or redirect flood flows. This impact would be **less than significant**, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Conflict with or Obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

Compliance with the requirements of the statewide NPDES Construction General Permit and San Bernardino County MS4 Permit would ensure that surface and groundwater would not be adversely affected during construction and operation of Alternative 2. The water service provider, CVWD, would have sufficient groundwater supplies to accommodate the water demand associated with construction and operation of Alternative 2, as the service provider has the capacity to serve the proposed project, which has a greater building square footage and therefore, would generate a greater water demand. Therefore, Alternative 2 would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be **less than significant**, which is similar, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Land Use and Planning

Physically Divide an Established Community

Alternative 2 would be developed on a demarcated parcel within an urbanized city developed with a clear land use pattern and would not construct physical features that function as barriers to travel between two or more parts of an existing established community. The nearest residential community is approximately 0.4 miles from the project site. Alternative 2 would develop the project site with a new industrial and warehouse facility, BESS facility, and electrical substation, as well as provide new public streets along the perimeter of the project site that would connect with existing city streets. The new public streets would increase the number of travel connections through the project site and within the Southeast Industrial Area, including connections to Etiwanda Avenue and Napa Street. Construction of utility connections located within Etiwanda Avenue right-of-way could result in temporary closures of existing travel lanes but would not function as a physical barrier between two or more areas of the surrounding community as this roadway would be used normally once construction is complete. Therefore, Alternative 2 would not physically divide an established community. The impact would be **less than significant,** which is similar to what was analyzed under the proposed project.

Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project was determined to not conflict with land use plans, policies, and regulations (i.e., *Connect SoCal 2024*, *PlanRC 2040,* and the Rancho Cucamonga Development Code) that were adopted for the purpose of avoiding or mitigating an environmental effect. Under Alternative 2, Buildings 1 and 2 would be generally similar in nature to the proposed project, while a BESS facility would replace Buildings 3 and 4 and a City-owned 230 kV electrical substation would replace Building 5. Like the proposed project, Alternative 2 would not conflict with land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the proposed uses under Alternative 2 would be consistent with the allowable uses for the project site's designated land uses and zoning, with the issuance of a conditional use permit (CUP) and Master Plan pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080, subject to compliance with all applicable provisions of the Rancho Cucamonga Development Code. In addition, Alternative 2 would be consistent with the applicable policies in the General Plan that were adopted to encourage development patterns that are protective of human health and environmental resources. Alternative 2 is also consistent with the regional development pattern and growth forecast in the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as well as regional planning policies that provide guidance for integrating land use and transportation planning while minimizing environmental effects. Therefore, Alternative 2 would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. The impact would be **less than significant,** which is similar to what was analyzed under the proposed project.

Noise and Vibration

Methodology

A quantitative analysis was performed to estimate the degree to which noise and vibration impacts would change under Alternative 2 relative to the proposed project. The methodology used to assess noise and vibration impacts under this alternative is similar to that of the proposed project but was updated to be specific to the description of the alternative (e.g., elimination of Buildings 3, 4, and 5 and associated parking lots). Specific noise and vibration model assumptions and calculations can be found in Appendix L.

Similar to the proposed project, Alternative 2 would not introduce any major sources of long-term or permanent ground vibration, such as commercial railways or passenger rail transit lines. Vibration associated with heavy trucks is minimal, temporary, and dissipates rapidly from the source and thus would not result in substantial permanent ground vibration. Therefore, the alternative would not result in long-term operational activities associated with permanent or substantial levels of ground vibration. This issue is not discussed further.

Construction Noise

To assess potential short-term construction-related noise impacts, sensitive receptors and their relative exposure were identified. Alternative 2-generated construction noise levels were determined based on methodologies, reference emission levels, and usage factors from the Federal Transit Administration (FTA) Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018) and Federal Highway Administration (FHWA) Roadway Construction Noise Model User Guide (FHWA 2006). Reference levels for noise emissions for specific equipment or activity types are well documented, and their use is common practice in the field of acoustics. Each construction phase of Alternative 2 would occur independently and would not overlap in time.

In addition, this analysis is based on the concept that construction equipment moves about a construction site, with some pieces operating closer to the property edge (and subsequently nearer to sensitive receptors) while others are operating on another portion of the site (further from the same receiver). Propagating noise levels from the center of the construction site is appropriate in the field of acoustics, especially when evaluating construction noise, to account for the random pattern of noise-generating equipment moving about the site that generates different noise levels throughout the day. Thus, to better estimate noise exposure from the construction site at offsite receptors, construction noise levels at receptors are calculated based on the distance from the center of the nearest construction activities (i.e.,

the acoustical center) to sensitive receptors and using the calculated hourly average noise level (i.e., L_{eq}) associated with multiple pieces of equipment operating at the same time, in accordance with FTA guidance.

Construction Vibration

Construction activities have the potential to expose nearby buildings to levels of ground vibration that could result in structural damage and/or negative human response. These types of activities were assessed based on the types of construction equipment that would be used, the levels of ground vibration typically generated by these types of equipment, and the proximity of construction activity to nearby buildings. Referenced ground vibration levels for typical construction equipment are provided by the FTA Transit Noise and Vibration Impact Manual (FTA 2018). Construction vibration levels and contour distances were calculated based on reference vibration levels for construction equipment that would be used for residential development.

Transportation Noise

An assessment of potential long-term (operation-related) noise impacts resulting from alternative-generated increases in traffic volumes on the surrounding roadway network was conducted using calculations consistent with the FHWA Traffic Noise Model and project-specific traffic data provided by Fehr & Peers (refer to Appendix L). To assess noise impacts, traffic noise levels under existing and existing-plus-project conditions for affected roadway segments were modeled using alternative-generated trips (i.e., ADT volumes), fleet mix data (i.e., percentage of autos, medium trucks, and heavy trucks), and time-of-day mix (i.e., percentage traveling during the daytime, evening, and nighttime). The analysis is based on the reference noise factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. The modeling conducted does not account for the acoustic dampening effects of any natural or human-made shielding (e.g., vegetation, the presence of walls or buildings) or reflection off building surfaces; thus, modeled noise levels may be overestimated where such shielding exists.

Operational Non-Transportation Noise

For non-transportation noise sources (e.g., stationary) associated with implementation of Alternative 2, the assessment of long-term (operational-related) impacts was based on reference noise levels for activities and equipment associated with operation of this alternative (e.g., HVAC units, delivery docks, the BESS facility, and electrical substation), and standard attenuation rates and modeling techniques. To evaluate the environmental effects of implementing this alternative, the proposed building area is assumed to be used as a high-cube fulfillment center (non-sorting), general warehouse, and high-cube cold storage warehouse. As detailed above, 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. To evaluate this alternative's environmental effects in the Draft EIR, Building 1 is assumed to operate 24 hours a day, seven days per week, and Building 2 is assumed to operate Monday through Friday between 4:00 a.m. and 8:00 p.m. (16 hours per day, 80 hours per week).

Vibration Compatibility

The AT/SF Railway located along the northern boundary of the project site is used for both freight service and passenger rail service operated by Metrolink. To assess potential vibration impacts from the existing railway at the project site, the relative exposure to rail vibration from passenger operations and freight operations was identified pursuant to FTA guidance (FTA 2018). Metrolink operations were evaluated using the FTA vibration screening criteria (See Table 3.11-1). These criteria were also used to assess the vibration from freight trains because no specific impact criteria exist for freight railroads (FTA 2018: 129). Additionally, pursuant to FTA guidance, vibration from locomotives and rail cars is considered separately for both passenger and freight trains (FTA 2018: 129). Because rail cars usually last for several minutes, they are characterized as frequent events (as defined in Table 3.11-1) and evaluated as such; and because locomotive vibration lasts for a short time, it is characterized as an infrequent event and evaluated as such (FTA 2018: 129).

Construction Noise Impacts

This alternative would not include Buildings 3, 4, and 5 and the associated parking lots from the site plan. Parcel 5 would be the location of a new BESS facility and a new electrical substation. Although the site plan would change,

most construction activities associated with this alternative would be similar to those anticipated under the proposed project and would be anticipated to occur in similar stages (i.e., demolition and site clearing, grading and excavation, building construction and infrastructure improvements, and the application of architectural coatings and paving). The noise associated with these activities would be temporary and include noise from activities such as truck hauling of material, pouring of concrete, paving of new streets and parking areas, and the construction of buildings. However, construction activities for the BESS facility would include pile driving, as shown in Table 5-3. Pile driving would be the loudest daytime construction activity and would generate noise levels of approximately 89 dBA L_{eq} and 96 dBA L_{max} at 50 feet. Construction noise would exceed the FTA recommended threshold of 90 dBA L_{eq} for residential uses within 45 feet and the threshold of 100 dBA L_{eq} for industrial/commercial uses within 14 feet (see Appendix L for detailed modeling inputs). There are no such uses located within these distances; therefore, construction noise would not exceed FTA daytime construction noise standards at the nearest commercial/industrial or residential receptors.

The LT-1, 24-hour noise measurement taken for the proposed project was used to calculate the 12-hour daytime L_{eq} (i.e., 72 dB L_{eq} at 60 feet from the centerline of Arrow Route) and the ST-17 noise measurement taken on 11/18/2021 was applied as the existing noise level for the three nearest receptors (i.e., SR 1, SR 7, and SR 8). Existing noise levels at receptors range from approximately 51 dBA L_{eq} to 71 dBA L_{eq}. In accordance with FTA guidance, areas exposed to lower levels of noise are less prone to adverse impacts from increases in project noise, whereas areas exposed to higher noise levels become increasingly adversely affected as noise levels increase. Therefore, an increase of up to 5 dBA is acceptable for areas exposed to higher existing noise levels (i.e., 65 dBA or above) and an increase of up to 10 dBA is acceptable in areas exposed to lower existing noise levels (i.e., below 65 dBA). When combining existing noise with alternative-generated construction noise, SR 7, an industrial use, would be exposed to a noise level increase above the applicable threshold (i.e., 10 dBA), and thus, daytime construction associated with implementation of this alternative would result in a substantial temporary increase in noise levels at this nearby receptor.

This alternative would require nighttime concrete pours using several types of construction equipment and result in noise levels of approximately 86 dBA L_{eq} at 50 feet (see Appendix L for noise modeling). Pursuant to RCMC Section 17.66.050(D)(4), nighttime construction that occurs between 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, construction noise cannot exceed 70 dBA when measured at the adjacent commercial/industrial property line or 65 dBA when measured at an adjacent residential property line. Nighttime construction noise levels would not exceed the 65 dB threshold at any nearby residential receptors, including the nearby institutional receptor (i.e., SR 8) or the commercial/industrial noise threshold of 70 dBA at any commercial/industrial receptors. However, two industrial receptors (SR 6 and SR 7) would experience a substantial increase (i.e., 10+ dBA) in temporary noise during nighttime construction activities. For these reasons, construction activities associated with this alternative would result in a potentially significant impact.

The implementation of construction noise reduction measures (Mitigation Measure 3.11-1 as described in Section 3.11, "Noise and Vibration") such as locating equipment the maximum feasible distance from receptors; requiring the use of exhaust mufflers, engine shrouds, equipment enclosures; and requiring the installation of temporary noise barriers during construction would reduce construction noise levels by approximately 10 dBA (NCHRP 1999). Noise levels from the loudest daytime construction activity (i.e., grading) would need to be reduced by approximately 0.1 dB at industrial receptor SR 7 to fall below 10 dBA (i.e., the applicable threshold for a substantial noise increase). In addition, noise levels would need to be reduced by approximately 6 dB at SR 7 and by approximately 2 dB at SR 6 during nighttime construction to avoid a substantial noise increase. Implementation of the noise-reduction features included in Mitigation Measure 3.11-1 would reduce construction noise levels by approximately 10 dBA. Therefore, this impact would be **less than significant with mitigation.** Thus, construction noise impacts under this alternative would be similar to those that would occur with the proposed project.

Traffic Noise

The operation of this alternative would result in new vehicle trips, including trips by employees traveling to and from work and trucks moving goods to and from the project site. These trips would increase average daily traffic volumes and associated traffic noise levels along the roadway network surrounding the proposed site, thus increasing noise levels at land uses along affected roadway segments.

In accordance with City of Rancho Cucamonga standards where existing noise levels are below 65 dBA CNEL, a 3 dBA or greater increase would be considered substantial; where existing noise levels are between 70 dBA CNEL and 75 dBA CNEL, a 1 dBA or greater increase would be considered substantial; and where existing noise levels are above 75 dBA CNEL, any increase in noise levels would be considered substantial. These criteria are consistent with those set forth in City Standard Condition of Approval 5.13-2 regarding evaluation of traffic noise increase impacts. The City does not have an adopted threshold for substantial traffic noise increases where the existing noise levels are between 65 dBA and 70 dBA CNEL. Therefore, where existing noise levels are between 65 dBA CNEL and 70 dBA CNEL, the FICON criterion of 1.5 dBA CNEL or greater would be considered a substantial increase in noise levels. Existing noise levels and proposed alternative-generated traffic noise increases over existing conditions along study roadway segments are shown in Table 5-20.

Table 5-20 Summary of Modeled Traffic Noise Levels Under Existing (2023) and Existing-Plus-Alternative Conditions

Roadway Segment	Existing Conditions Noise Levels (dBA CNEL)	Existing + Alternative Noise Levels (dBA CNEL)	Modeled Change (dBA)	Applicable Increase Threshold (dBA)	Exceeds Applicable Threshold?
Etiwanda Avenue; North of Foothill Boulevard	65.8	65.9	0.0	1.5	No
Foothill Boulevard; Rochester Avenue to I-15 SB Ramps	73.7	73.7	0.0	1.0	No
Foothill Boulevard; I-15 NB Ramps to Etiwanda Avenue	72.9	73.1	0.1	1.0	No
Foothill Boulevard; East of Etiwanda Avenue	72.3	72.3	0.0	1.0	No
Milliken Avenue; North of Arrow Route	70.9	70.9	0.0	1.0	No
Rochester Avenue; North of Arrow Route	67.6	67.6	0.0	1.5	No
Etiwanda Avenue; Foothill Boulevard to Arrow Route	68.5	68.8	0.3	1.5	No
Arrow Route; West of Milliken Avenue	67.0	67.1	0.1	1.5	No
Arrow Route; Milliken Avenue to Rochester Avenue	70.1	70.1	0.1	1.0	No
Arrow Route; Rochester Avenue to Etiwanda Avenue	70.0	70.1	0.1	1.0	No
Arrow Route; East of Etiwanda Avenue	68.2	68.3	0.1	1.5	No
Milliken Avenue; Arrow Route to 6th Street	71.5	71.5	0.0	1.0	No
Etiwanda Avenue; Arrow Route to 6th Street	72.9	73.3	0.4	1.0	No
Whittram Avenue; East of Etiwanda Avenue	65.5	65.5	0.1	1.5	No
6th Street; West of Milliken Avenue	68.2	68.2	0.1	1.5	No
6th Street; Milliken Avenue to Etiwanda Avenue	65.4	65.6	0.2	1.5	No
Milliken Avenue; 6th Street to 4th Street	71.4	71.4	0.0	1.0	No

Roadway Segment	Existing Conditions Noise Levels (dBA CNEL)	Existing + Alternative Noise Levels (dBA CNEL)	Modeled Change (dBA)	Applicable Increase Threshold (dBA)	Exceeds Applicable Threshold?
Etiwanda Avenue; 6th Street to E 4th Street	73.9	74.2	0.3	1.0	No
4th Street; West of Milliken Avenue	70.3	70.4	0.1	1.0	No
4th Street; Milliken Avenue to I-15 SB Ramps	72.3	72.4	0.1	1.0	No
4th Street; I-15 NB Ramps to Etiwanda Avenue	71.6	71.8	0.2	1.0	No
E 4th Street; East of Etiwanda Avenue	70.5	70.6	0.1	1.0	No
Milliken Avenue; South of 4th Street	72.1	72.1	0.0	1.0	No
Etiwanda Avenue; E 4th Street to I-10 WB Ramps	73.3	73.5	0.2	1.0	No
Etiwanda Avenue; South of I-10 EB Ramps	74.1	74.1	0.0	1.0	No

Notes: CNEL = Community Noise Equivalent Level; dBA = a-weighted decibel; NB = northbound; SB = southbound; EB = Eastbound; WB = westbound.

Source: Data provided by Fehr & Peers (2025); Modeled by Ascent in 2025.

Traffic noise levels would slightly increase under this alternative relative to existing conditions, in a manner similar to the proposed project. However, as with the proposed project, none of the study roadway segments would experience traffic noise increases above the applicable noise increase thresholds. Therefore, impacts related to traffic noise would be **less than significant**, and no mitigation would be needed. Thus, traffic noise impacts under this alternative would be similar to those that would occur with the proposed project.

Stationary Noise

Based on the alternative site plans, the stationary sources evaluated in this impact include mechanical equipment associated with building operations (e.g., HVAC equipment), loading dock activities, truck movements, truck refrigeration units (TRUs), diesel generators, the BESS facility, and noise associated with electrical transformers and equipment (e.g., Corona noise) from the substation. The effects of noise associated with these sources are discussed separately below.

Building Mechanical Equipment

Implementation of this alternative would introduce new stationary noise sources associated with building mechanical equipment (e.g., HVAC units). Detailed information regarding the make and model of the stationary equipment to be installed is not currently available. However, noise levels commonly associated with larger commercial-use air conditioning systems can reach levels of up to 78 dB at 3 feet (Lennox 2020). Applying this reference noise level as an hourly average (i.e., L_{eq}) and assuming a 50 percent usage rate, HVAC equipment would result in 75 dBA L_{eq} at 3 feet from the source. The exact location and number of HVAC units are currently unknown, but given the size of the proposed buildings, it is assumed that four units could be operated in any one location on the perimeter of each building. Assuming the simultaneous operation of four HVAC units, the nearest receptor to the proposed buildings (i.e., SR 7, an industrial receptor approximately 225 feet northeast of where HVAC units could be located) would experience noise levels of approximately 44 dBA L_{eq} from HVAC equipment. This noise level would not exceed the City's industrial performance noise standard of 80 dBA. The nearest residential receptors (i.e., SR 4) are approximately 2,337 feet northeast of the project site. At this distance, noise levels from mechanical equipment would attenuate to approximately 23 dBA L_{eq} and thus would not exceed the City's residential exterior daytime noise standard (i.e., 65 dBA) or residential nighttime exterior noise standard (i.e., 60 dBA). In addition, noise generated from HVAC equipment would be lower than the existing hourly noise levels (i.e., 58 dBA L_{eq}) at nearby receptors. Considering the logarithmic properties of noise that require the doubling of a noise source to result in a 3-dB increase in noise, this alternative would not result in a substantial increase in noise levels because existing noise levels at nearby receptors

are higher than those levels generated from HVAC equipment. For these reasons, noise from mechanical equipment associated with this alternative would not exceed applicable City standards or result in a long-term substantial increase in noise.

Loading Dock Activity

Buildings constructed as part of this alternative would include loading docks or designated areas for receiving shipments by commercial trucks. Noise sources from truck activity associated with delivery areas are usually short-term and include activities such as vehicle idling, engine revving, the release of air brakes on heavy trucks, and the use of a forklift/pallet to unload goods. An Ascent noise specialist obtained reference noise levels associated with these activities during a site visit at the Anheuser Busch Santa Fe Springs Distribution Center at 12065 Pike Street, Santa Fe Springs, CA. The reference noise levels captured engine idling, loading, and unloading activities; and thus, represent primary noise sources associated with loading docks. The collective noise level measured during these activities was approximately 59 dBA L_{eq} at 100 feet (Ascent 2023). This alternative consists of two buildings (Building 1 and Building 2) with designated loading dock areas. The attenuated noise levels from loading dock activities at the property line of the nearest industrial, residential, and institutional receptors are shown in Table 5-21.

Table 5-21 Noise Levels Generated by Loading Dock Activity at Receptors (dBA L_{eq})

Receptor	Land Use Type	Distance from Nearest Loading Docks (feet)	Noise Level (dBA L_{eq})	Daytime/Nighttime Noise Threshold (dBA L_{eq})	Exceeds Threshold?
SR 4	Residential	2,600	31.0	65/60	No
SR 6	Industrial	370	47.9	80	No
SR 7	Industrial	277	50.5	80	No
SR 8	Institutional	2,121	32.8	65/60	No

Notes: SR = Sensitive Receptor; dBA = A-weighted decibel; L_{eq} = equivalent sound level.

As shown in Table 5-21, noise levels from loading dock activities at the property line of the nearest industrial, residential, and institutional receptors would range from approximately 31 dBA L_{eq} to 51 dBA L_{eq}. The alternative would not generate noise levels that exceed the City's industrial performance daytime and nighttime noise standards of 80 dB for adjacent industrial uses or the residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior noise standard (i.e., 60 dB). In addition, noise generated from loading dock activity would be lower than existing hourly noise levels (i.e., 58 dB L_{eq}) in the surrounding area. Considering the logarithmic properties of noise that require a doubling of a source to result in a 3-dB increase in noise, this alternative would not result in a substantial increase in noise because existing noise levels at nearby receptors are higher than those levels from loading dock activity. For these reasons, noise from mechanical equipment associated with this alternative would not exceed applicable City standards or result in a long-term substantial increase in noise.

Truck Movements

To evaluate anticipated noise from truck movements on and within the project site, reference noise measurements taken by Ascent at similar facilities are used. The reference noise measurements captured truck movement activities that would be typical of the proposed alternative, such as driving down a street and passing through a gate to enter or leave the facility. Average noise levels associated with truck movements were approximately 66 dBA L_{eq} at 16 feet (Ascent 2023). The nearest industrial property line to the new proposed roadway "New Street D," (i.e., SR 7) is located approximately 90 feet to the east. Truck movement noise levels at 90 feet would attenuate to approximately 51 dBA L_{eq} and thus would not exceed the applicable daytime and nighttime threshold of 80 dB at adjacent industrial uses. Other adjacent industrial uses are located farther than 90 feet from proposed roadways, and thus, noise levels would be even lower than approximately 51 dBA L_{eq}. The nearest noise-sensitive receptors (i.e., SR 8) are located approximately 2,229 feet from the proposed roadway, and at this distance, noise levels would attenuate to approximately 23 dBA L_{eq}. Thus, truck movement noise would not exceed the City's residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior noise standard (i.e., 60 dB). Noise generated from truck movements (i.e., 51 dBA L_{eq}) would be lower than existing hourly noise levels (i.e., 58 dB L_{eq}) in the project area.

Considering the logarithmic properties of noise that require a doubling of a noise source to result in a 3-dB increase in noise, this alternative would not result in a substantial increase in noise because existing noise levels at nearby receptors are higher than that of noise that would be generated from the proposed project's truck movements.

Truck Refrigeration Units

This alternative would include the operation of TRUs or refrigerated storage. Refrigeration units can generate noise levels of 73 dBA L_{max} at 50 feet (FHWA 2006). When a refrigeration unit is in use, it would be operating continuously; thus, this noise level can be applied as an L_{eq} (FTA 2018). For a conservative analysis, it is assumed that TRUs could operate in any of the proposed loading dock areas. The closest receptor to a proposed loading dock area is an industrial land use (i.e., SR 7), located approximately 277 feet east of the proposed loading dock area at Building 2. At 277 feet, noise from TRUs would attenuate to approximately 58 dBA L_{eq} (see Appendix L for modeling details). Other industrial and residential receptors are located even further from the loading docks than SR 7. Therefore, noise associated with TRUs would not exceed the applicable daytime and nighttime threshold of 80 dB at nearby industrial uses or the residential exterior daytime noise standard (i.e., 65 dB) or exterior nighttime noise standard (i.e., 60 dB). In addition, noise from TRUs would be similar to that of existing hourly noise levels in the area (i.e., 58 dBA L_{eq}). The doubling of sound energy would result in a 3 dB increase in sound; however, as detailed above, a 3 dB increase in sound is generally perceived as barely detectable. Therefore, noise from TRUs would not result in long-term adverse effects on nearby industrial receptors. Other receptors are located further from the project site than SR 7 and thus would also not result in a substantial noise increase from TRUs. For these reasons, noise from TRUs associated with this alternative would not exceed applicable City standards or result in a long-term substantial increase in noise.

Diesel Generators

Backup diesel generators would be used to supply necessary power requirements to vital systems within the proposed buildings. They would generally be used only temporarily during emergency power outages or routine maintenance. RCMC Section 17.66.050(D) exempts any mechanical device used, related to, or connected with emergency machinery from City noise standards. For these reasons, the operation of diesel generators would not conflict with applicable noise standards or result in substantial adverse effects to nearby sensitive receptors.

Battery Energy Storage System

This alternative would include the implementation of a 400 MW BESS facility on Parcel 3. The expected BESS technology would consist of lithium-ion batteries and inverters that would be housed in free-standing enclosures. The batteries and ancillary equipment including inverters, transformers, and a small onsite "collector" substation, would connect to the existing SCE Etiwanda Substation that abuts the south side of the project site. To evaluate anticipated noise from the BESS, reference noise levels of 67 dBA L_{eq} at 7 feet for battery segments, and 67 dBA L_{eq} at 33 feet for inverters were used (Stantec 2024). The reference noise levels assume continuous operation of the equipment. Per RCMC Section 17.109.030(C), the BESS facility would be setback at least 10 feet from the property lot line. Applying the reference noise levels for each component of the BESS facility, assuming simultaneous operation of the equipment, and accounting for a 10-foot setback, the BESS facility would generate noise levels of approximately 78 dBA L_{eq} at the property line (see Appendix L for modeling details). Pursuant to RCMC Section 17.109.030(D), the site for the BESS would be fully enclosed by a minimum 6-foot-high non-scalable solid wall. A solid barrier that breaks the line-of-sight between the noise source and receiver can reduce noise by at least 10 dBA (Caltrans 2013). Applying this principle, noise associated with the BESS facility would generate 68 dBA L_{eq} at 10 feet with the implementation of a solid wall barrier.

The nearest receptor to the proposed BESS facility is SR 1, an industrial land use located approximately 15 feet west of the project site boundary. At this distance, noise from the BESS facility would attenuate to approximately 64 dBA L_{eq} (see Appendix L for modeling details). Other industrial receptors are located even further from the proposed BESS than SR 1 and thus would experience noise levels below 64 dBA L_{eq}. Therefore, noise associated with the BESS would not exceed the applicable daytime and nighttime threshold of 80 dB at nearby industrial uses. In addition, the nearest sensitive receptor (i.e., SR 8, an institutional land use) is located approximately 2,300 feet south of the proposed BESS facilities. At this distance, noise from the BESS facility would attenuate to approximately 21 dBA L_{eq} and thus would not exceed the residential exterior daytime noise standard (i.e., 65 dB) or residential nighttime exterior noise standard

(i.e., 60 dB). Other sensitive receptors are located even further from the proposed BESS than SR 8 and thus would experience noise levels below 12 dBA L_{eq}. Therefore, noise associated with the BESS would not exceed the applicable daytime (i.e., 65 dBA L_{eq}) and nighttime threshold (60 dBA L_{eq}) at nearby noise-sensitive uses.

The industrial receptor adjacent to the western frontage of the proposed site (i.e., SR 1) is a BESS facility. Thus, it is reasonable to assume that the implementation of the BESS facility under this alternative would result in a doubling of sound energy. The doubling of sound energy would result in a 3 dBA increase in sound; however, as detailed above, a 3 dBA increase in sound is generally perceived as barely detectable. Therefore, noise from the BESS facility would not result in long-term adverse effects on nearby industrial receptors. Other receptors are located further from the project site than SR 1 and thus would also not experience a substantial increase in noise associated with the operation of the BESS facility. For these reasons, noise from the BESS facility associated with this alternative would not exceed applicable City standards or result in a long-term substantial increase in noise.

Electrical Substation

This alternative would include the construction and operation of a new City-owned 230-kV electrical substation on Parcel 5 (i.e., replacing Building 5 under the proposed project). A reference noise level of 76 dBA L_{max} at 3 feet for two 230/60 kV transformers is used to evaluate anticipated noise from the electrical substation (Jacobs Engineering Group 2023). The use of this reference noise level is comparable to the noise associated with the project, as it represents the operation of two 230/60 kV transformers. The nearest industrial receptor is SR 1, located approximately 15 feet west of Parcel 5. At this distance, noise would attenuate to approximately 59 dBA L_{eq} and thus would not exceed the applicable daytime and nighttime noise threshold of 80 dB for industrial uses. The nearest sensitive receptor to the proposed electrical substation is SR 8, located approximately 2,870 feet south of Parcel 5. At this distance, noise from the substation would attenuate to approximately 16 dBA L_{eq}, which is below the applicable City residential daytime exterior noise standard (i.e., 65 dB) and nighttime exterior noise standard (i.e., 60 dB). Other receptors are located further from the proposed substation than SR 1 and SR 8 and thus would also not experience noise levels above the applicable thresholds. In addition, noise generated from the substation would be similar to existing hourly noise levels (i.e., 58.1 dB L_{eq}) in the proposed area. The doubling of sound energy would result in a 3 dBA increase in sound; however, as detailed above, a 3 dBA increase in sound is generally perceived as barely detectable. Therefore, noise from the electrical substation would not result in long-term adverse effects on nearby industrial receptors. Other receptors are located further from the project site than SR 1 and thus would also not experience a substantial increase in noise associated with the operation of the electrical substation. For these reasons, noise from the electrical substation associated with this alternative would not exceed applicable City standards or result in a long-term substantial increase in noise.

Corona Noise

Long-term operational noise from this alternative would include corona noise, or the faint hum or crackle, from the proposed 230 kV transmission line and the interconnection with SCE, which requires a 230 kV breaker, 100 MVA Transformer, 66 kV Breakers, and a 66 kV substation. Under certain conditions, the localized electric field near an energized conductor can be sufficiently concentrated to produce a tiny electric discharge, known as corona, that can ionize air close to the conductors. Corona is the physical manifestation of energy loss and can transform discharged energy into very small amounts of sound, radio noise, heat, and chemical reactions of the air components. Corona noise is a faint hum or crackle that can be heard in the vicinity of electric lines and is caused when energy escapes the conductor and interacts with moisture and dust in the atmosphere (CPUC 2025). Several factors, including conductor voltage, shape, diameter, and surface irregularities, such as scratches, nicks, dust, or water drops, can affect a conductor's electrical surface gradient and its corona performance.

Transmission lines can generate a small amount of sound energy during corona activity. This audible noise from the line can barely be heard in fair weather conditions on higher-voltage lines. During wet weather conditions (such as rain or fog), water drops collect on the conductor and increase corona activity so that a crackling or humming sound may be heard near the line. Small electrical discharges from the water drops cause this noise. However, during heavy rain, the ambient noise generated by the falling raindrops will typically be greater than the noise generated by corona. Corona noise is generally more noticeable on high-voltage lines and does not generate noticeable noise for

power lines rated at 230 kV and lower. Audible noise levels on typical 230 kV lines are very low and are usually not noticeable. For example, the calculated rainy weather audible noise for a 230 kV transmission line is about 25 dBA, which is less than the ambient noise levels in a library and less than the background noise levels for rain and wind (CPUC 1999). Typically, only lines of 345 kV and above generate a noticeable amount of corona noise (CPUC 1999). Since the proposed transmission line would be 230 kV and the majority would be located underground, noise generated levels during rain events, when corona noise is at its loudest, would reach approximately 25 dBA and thus would not exceed the applicable daytime and nighttime noise threshold of 80 dB at nearby industrial uses or the residential daytime exterior noise standard (i.e., 65 dB) and nighttime exterior noise standard (i.e., 60 dB) at nearby noise-sensitive receptors.

Combined Noise Levels

Project-related stationary noise sources would generate varying noise levels. The summation of the project noise levels would result in a combined project noise level of approximately 59 dBA L_{eq} at the property line of the nearest receptor (SR 1) and would not exceed the City's industrial daytime and nighttime noise standard of 80 dBA. The combined project noise level at the nearest noise-sensitive receptor (SR 4) would be approximately 40 dBA L_{eq} and thus would not exceed the City's residential exterior daytime noise standard of 65 dBA or the residential nighttime exterior noise standard of 60 dBA. Project-generated stationary noise at the nearest receptor (59 dBA L_{eq}) plus the existing noise levels of 58 dBA L_{eq} would result in an increase of approximately 3 dBA. As detailed above, a 3 dBA increase in sound is generally perceived as barely detectable. In addition, the nearest receptor is not considered to be noise-sensitive. There would be no substantial increase in noise at the nearest noise-sensitive receptor (SR 4). For these reasons, project-generated combined stationary noise levels would not exceed applicable standards or result in a substantial increase in noise.

Summary

The operational activities associated with this alternative would result in new stationary sources, including onsite HVAC equipment, loading dock activity, truck movements, a BESS facility, and an electrical substation. As discussed above, noise levels from these sources would not exceed the City's industrial daytime and nighttime performance noise standards of 80 dB for industrial uses, the residential exterior daytime noise standard (i.e., 65 dB), or the residential nighttime exterior noise standard (i.e., 60 dB). Although the TRUs and the BESS facility could increase ambient noise levels (i.e., approximately 3 dBA), a 3 dB increase in sound is generally perceived as barely detectable. Therefore, noise from the operation of this alternative would not result in long-term adverse effects to nearby receptors. For these reasons, this impact is **less than significant**. Thus, operational stationary noise impacts under this alternative would be similar to those that would occur with the proposed project.

Construction Vibration

Construction activities for this alternative would be similar to those of the proposed project. Based on reference vibration levels for typical construction equipment, vibratory rollers would generate the highest vibration levels (i.e., 0.21 in/sec PPV and 94 VdB at 25 feet) and are therefore of greatest concern when evaluating construction-related vibration impacts. Based on the recommended procedure for applying a propagation adjustment, vibration levels from the use of a vibratory roller could exceed the threshold of significance of 0.20 in/sec PPV for structural damage to non-engineered timber and masonry buildings within 26 feet of vibratory roller activities, and the threshold of 80 VdB for adverse human response within 75 feet of activities (see Appendix L for modeling details). Based on the alternative site plan, the closest structure where a vibratory roller could be used is SR 7, an industrial land use located approximately 92 feet east. Because use of a vibratory roller would not occur within the 75 feet of a sensitive land use or within 26 feet of an existing structure, construction would not exceed the applicable vibration thresholds. In addition, RCMC Section 17.66.070(E) exempts vibration associated with temporary construction/demolition. For these reasons, this impact is **less than significant**. Thus, construction vibration impacts under this alternative would be similar to those that would occur with the proposed project.

Vibration Compatibility

The project site is located approximately 50 feet south of the AT/SF Railroad, which is operated by BNSF for freight service and Metrolink for passenger rail service. As a result, this analysis was prepared pursuant to City Standard of

Approval 5.13-5b, which requires a project-specific vibration analysis using FTA vibration impact criteria for projects within 600 feet of commuter rail, high-speed rail, freight rail, or rail lines with combined service.

During normal service conditions, a total of 38 trains pass through the city each weekday (City of Rancho Cucamonga 2021: 259). The FTA threshold for frequent and infrequent events at institutional land uses with primarily daytime uses is 75 VdB and 83 VdB, respectively (FTA 2018). According to the FTA, a locomotive-powered passenger or freight train generates approximately 85 VdB at 50 feet (FTA 2018: 137). Using this reference vibration level, vibrations from a freight/commuter rail operation could exceed the threshold for frequent events within 109 feet of railway operations, and the threshold for infrequent events within 59 feet of railway operations (see Appendix L for modeling inputs). The proposed structure closest to the railway (i.e., Building 2) is located approximately 194 feet south. At this distance, vibration from locomotive-powered passenger or freight trains would attenuate to approximately 67 VdB. Therefore, the project site would not be exposed to vibration levels that exceed the applicable thresholds for infrequent or frequent events at land uses with primarily daytime uses. This impact is **less than significant**. Thus, vibration compatibility impacts under this alternative would be similar to those that would occur with the proposed project.

Public Services

Schools, Parks, Libraries and Other Public Facilities

Alternative 2 does not include a residential component and would not accommodate additional population in the City of Rancho Cucamonga. Although Alternative 2 proposes new electrical infrastructure, this alternative would not increase total energy available to the grid and would not expand energy transmission to undeveloped areas. Rather, the BESS facility would store energy during off-peak hours and discharge it during peak demand periods, effectively reducing peak loads and shifting energy usage to more efficient times. In addition, the electrical substation would manage and distribute electricity more efficiently. Therefore, Alternative 2 would not induce unplanned population growth that would increase demand for public services.

Once operational, the warehouse buildings are estimated to generate approximately 567 employment opportunities, which is 367 fewer employees compared to the proposed project (i.e., 934 employees), and the BESS facility would be staffed with approximately eight employees. These employment opportunities are anticipated to be filled by residents in the region. Construction workers for Alternative 2 would be sourced from the construction labor pool available in the Southern California area and would not require substantial relocations of workers to the City of Rancho Cucamonga. As described in the Initial Study Environmental Checklist prepared for the proposed project (Appendix A), the proposed project would have no impact on schools, parks, or other public services including libraries, community recreation centers, or public health facilities. Therefore, Alternative 2 would also have no impact on schools, parks, or other public services including libraries, community recreation centers, or public health facilities as Alternative 2 has reduced building square footage and fewer employment opportunities compared to the proposed project. There would be **no impact**, which is similar to what was analyzed under the proposed project.

Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

Alternative 2 is estimated to generate temporary construction and permanent employment opportunities that would be filled by residents in the region and be consistent with the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, Alternative 2 would not result in unplanned population growth in the City that would increase the demand for fire protection services or affect the Rancho Cucamonga Fire Protection District (RCFPD) service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new RCFPD facilities that would be developed under implementation of the General Plan, RCFPD would have adequate facilities and staff to provide fire protection services for Alternative 2. Additionally, Alternative 2 would comply with all regulations governing fire prevention and safety in new development, reducing the demand for RCFPD services. Therefore, Alternative 2 would not result in significant environmental impacts associated with the construction or expansion of fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The impact would be **less than**

significant, and this impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

Alternative 2 is estimated to generate a limited number of temporary construction and permanent employment opportunities that would be filled by residents in the region and within the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, Alternative 2 would not result in unplanned population growth in the City that would increase the demand for police protection services or affect San Bernardino County Sheriff's Department (SBCSD) service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new SBCSD staff that would be hired under implementation of the General Plan, SBCSD would have adequate facilities and staff to provide police protection services for Alternative 2. Additionally, Alternative 2 would include Crime Prevention Through Environmental Design principles, which would reduce the demand for SBCSD services. Therefore, Alternative 2 would not result in significant environmental impacts associated with the construction or expansion of police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The impact would be less than significant, and this impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Transportation

Methodology

Bicycle and Pedestrian Analysis

The bicycle and pedestrian analyses evaluate whether implementing Alternative 2 would, either directly or indirectly, disrupt existing bicycle or pedestrian programs or facilities; interfere with the implementation of a planned bicycle or pedestrian facility; or create a physical or operational transportation outcome that conflicts with applicable bicycle or pedestrian system plans, guidelines, policies, or standards.

Transit Analysis

The transit analysis evaluates whether Alternative 2 would, directly or indirectly, disrupt existing transit services or facilities, interfere with the implementation of a planned transit facility, or create physical or operational transportation outcomes that conflict with desired conditions expressed in transit policies adopted by the City or Omnitrans for their respective facilities in the city.

Vehicle Miles Traveled Analysis

Fehr & Peers prepared a CEQA Transportation Impact Study (TIS) for Alternative 2 consistent with the City's Transportation Impact Analysis (TIA) Guidelines (Fehr & Peers 2025; Appendix L). The Alternative 2 TIS evaluated this alternative using the same methodology as was applied to the proposed project. Consistent with the City's TIA Guidelines, the latest version of the SBTAM+ was used to estimate VMT associated with Alternative 2. SBTAM+ is based off the SCAG regional travel demand model, which uses the 2024 SCAG RTP/SCS and forecasts traffic volumes on roadway segments for the entire six-county SCAG region. The SCAG model was refined to provide additional detail for San Bernardino County and was calibrated for use in San Bernardino County by ensuring that the model can replicate existing traffic volumes on county roadways after refinement. SBTAM+ is validated to 2019 (baseline year) with a planning horizon year of 2050 (future year) and is considered the most appropriate tool for testing changes in land use and roadway network in San Bernardino County (Fehr & Peers 2025).

The Alternative 2 land use was isolated into transportation analysis zone (TAZ) 53700201. SBTAM+ land use inputs are referred to as Socioeconomic Data (SED). SED includes population demographics such as number of residents, age of residents, vehicle ownership, and income, as well as employment categories like retail, manufacturing, public administration, and agriculture. The SED employment categories used in SBTAM+ are based on the employment descriptions documented in the North American Industry Classification System (NAICS). Alternative 2 land uses (i.e.,

general warehouse, high-cube fulfillment center (non-sort), and high-cube cold storage warehouse) and their associated operations were used to determine which NAICS code and which corresponding SED employment categories best represent the alternative (Table 5-22).

Table 5-22 Alternative 2 Socioeconomic Data Information for Transportation Analysis Zone 53700201

Employment Categories	Square Feet	Employment
Manufacturing	537,341	413
Transportation	198,743	153
Total	**736,084**	**566**

Notes:

1. TAZs in SBTAM+ generate additional truck trips using low and high warehouse employment. The number of warehouse employees is proportional to the amount of transportation employment in a TAZ. Alternative 2 TAZ's low and high warehouse employees were estimated using ratios of transportation to low/high warehouse employment in adjacent TAZs.
2. The number of employees was estimated using an employment factor of 1,300 square feet per employee.

Source: Fehr & Peers 2025.

Consistent with City TIA Guidelines, the Alternative 2 TIS analyzed both project-generated VMT and the project effect on VMT as described below.

Project-Generated VMT

The City's TIA Guidelines state that for most projects, project-generated VMT should be extracted using the origin-destination method; however, in some cases "it may be appropriate to extract the project-generated VMT using the production/attraction trip matrix instead of the origin-destination trip matrix (e.g. pulling VMT from the model at a step when trips can be tracked by trip purpose)" as "this may be appropriate when a project is entirely composed of retail or office uses and there is a need to isolate the home-based-work VMT for the purposes of isolating commute VMT" (City of Rancho Cucamonga 2020: 23). Therefore, after consultation with City staff, it was determined that the production/attraction methodology would be the most appropriate approach to analyze project-generated VMT as Alternative 2 would be entirely made up of industrial and warehouse uses.

Note that under the origin/destination methodology, an analysis of VMT per service population would be required. Service population is defined as the sum of residents and employees. Since the production/attraction methodology analyzes VMT by trip purpose (i.e., employee commute), the analysis herein does not warrant an evaluation of VMT per service population. Rather, an analysis of VMT per employee was used to determine project-level impacts for Alternative 2.

The production/attraction methodology was used to estimate project-generated VMT by summing weekday VMT with at least one trip end in the study area. Productions are land use types that generate trips (i.e., residences), and attractions are land use types that attract trips (i.e., employment). Because Alternative 2 is an industrial development, home-based-work attraction VMT per employee (i.e., commute VMT) was quantified for the Alternative 2 VMT analysis under both project-level and cumulative conditions.

Due to the structure of SBTAM+, production/attraction VMT can only be isolated by trip purpose before final traffic assignment in which all trip types are aggregated together. Production/attraction trip matrices include internal trips that have both trip ends (i.e., origin and destination) inside the model boundary and do not include external trips that have one trip end outside of the model boundary or truck trips, and therefore do not include those trips in the VMT estimates.

As detailed in Section 3.13, "Transportation," State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the new method of determining significance for transportation impacts (i.e., VMT instead of congestion). Relevant to calculating trips, Section 15064.3(a) states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (OPR 2018). Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy

truck VMT), but need not be. Therefore, larger on-road vehicles that do not fall within the categories of cars and light trucks do not need to be considered in calculations of trips or VMT.

The City's TIA guidelines state that a project would result in a significant project-generated VMT impact if either of the following conditions are met:

- The 2019 baseline project generated VMT per employee exceeds PlanRC Buildout VMT per employee, or
- The 2050 cumulative project generated VMT per employee exceeds PlanRC Buildout VMT per employee.

SBTAM+ was used to determine the threshold of significance. Therefore, the threshold of significance for project-generated VMT is 22.3 VMT per employee, which is the average commute VMT in the city under PlanRC buildout conditions.

Project Effect on VMT

The boundary method was used to estimate the effect on VMT within the surrounding area from Alternative 2 by summing all weekday VMT on the roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced travel. Unlike the analysis of project-generated VMT, the project effect on VMT analysis includes truck trips.

The City's TIA guidelines state that the city boundary should be used for boundary VMT analysis, unless the project is located near the city limit. Because the proposed project is located near the southern City limit, the project effect on VMT analysis used a 30-mile radius from the project site. The 30-mile boundary was selected to capture the area that project trips could affect the transportation network by estimating the average project trip length, 15 miles, and doubling it.

The City's TIA Guidelines also state that a project would result in a significant impact if the following condition is met:

- The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increases under the plus project condition compared to the no project condition.

At a 30-mile boundary, the threshold of significance used for the project's effect on VMT is 23.99 VMT per service population, which is the total VMT in the 30-mile boundary divided by the service population in that area under PlanRC buildout conditions. Additionally, the City's guidelines identify that, for the project effect assessment, if a project is consistent with the RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. Alternative 2 was determined to not be consistent with the RTP/SCS; therefore, the effect of Alternative 2 on VMT was evaluated. For details regarding the RTP/SCS consistency evaluation for Alternative 2, see Appendix L.

Transportation Hazards and Emergency Access Analysis

Transportation hazards and emergency access analyses evaluate whether Alternative 2 would, directly or indirectly, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or result in inadequate emergency access.

Conflict with Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

Transit

Omnitrans provides bus service throughout the county, including in the City of Rancho Cucamonga. It operates Route 66, which has stops approximately 1 mile north of the project site along Foothill Boulevard. Implementation of Alternative 2 would not damage or alter existing facilities, and there are no proposed transit facilities or services in the vicinity of the project site. Therefore, Alternative 2 would not adversely affect any existing or planned transit facilities or services.

Alternative 2 would result in construction personnel temporarily accessing the project site as well as new employees commuting to and from the project site during operations, which could generate increased demand for transit facilities and services. According to the OPR[2] Technical Advisory, when evaluating impacts on multimodal transportation networks, the addition of new transit users generally should not be treated as an adverse impact (OPR 2018: 19). Therefore, Alternative 2 would not conflict with a program, plan, ordinance, or policy related to transit.

Bicycle and Pedestrian Facilities

Alternative 2 would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site (See Figure 5-1). These new public streets would include sidewalks and be designed in accordance with City design standards.

The proposed internal roadway design would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and RCMC Sections 17.78.010 and 17.78.020, future tenants associated with Alternative 2 may be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. Therefore, Alternative 2 would not conflict with any planned or programmed bicycle or pedestrian facility improvements in the vicinity of the Alternative 2 project site.

Roadway Improvements

As stated above, Alternative 2 would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site. All roadways would be designed in accordance with City design standards as established in the Rancho Cucamonga Municipal Code. Furthermore, the construction of four new public streets would help to achieve the internal connectivity within the Southeast Industrial Area envisioned in PlanRC (City of Rancho Cucamonga 2021: Figure M-8). Therefore, Alternative 2 would not conflict with any planned or programmed roadway improvements in the vicinity of the project site.

Summary

Alternative 2 would include the implementation of pedestrian facilities and roadway improvements consistent with PlanRC. Additionally, Alternative 2 would not adversely affect any existing or planned bicycle, pedestrian, roadway, or transit services or facilities in the vicinity of the Alternative 2 project site. Therefore, Alternative 2 would not conflict with a program, plan, ordinance or policy addressing the circulation system. Similar to the proposed project, this impact would be **less than significant**.

Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled

Construction

For the purposes of this analysis, construction of Alternative 2 is expected to begin in January 2026 and is anticipated to conclude in May 2027, where construction activities would be temporary and intermittent occurring over approximately 16 months. Due to the temporary nature of construction, construction of Alternative 2 would not result in long-term increases in vehicular trips or VMT. Additionally, construction worker trips are not newly generated; instead, they are redistributed throughout the regional roadway network based on the different work sites to which workers travel. Therefore, construction workers would not generate new trips each day; they would only redistribute them. For these reasons, construction activities are not expected to substantially increase VMT over a long-term period.

Operations

As discussed in the "Methodology" section, above, the threshold of significance for the proposed project is VMT per employee that is above the PlanRC Buildout VMT per employee. As detailed in the Methodology section, Alternative 2 would result in a significant VMT impact if project-generated VMT results in more than 22.3 VMT per employee. Alternative 2 is anticipated to generate 25.0 VMT per employee under 2019 baseline conditions, which is slightly

[2] While OPR has recently been renamed the Governor's Office of Land Use and Climate Innovation (LCI), for continuity with the referenced Technical Advisory, the term "OPR" will continued to be used in this chapter.

greater than the proposed project (24.9), and 21.9 VMT per employee under 2050 future year conditions, which is the same as the proposed project (Table 5-23). Thus, Alternative 2 would exceed the City VMT per employee threshold of 22.3 under the 2019 baseline plus project scenario but would not exceed the threshold under the 2050 future year plus project scenario. See Appendix L for details regarding the VMT analysis.

Table 5-23 Alternative 2 Project-Generated VMT

Scenario	Total Employment for Alternative 2	Average Daily VMT for Alternative 2	VMT per Employee	VMT per Employee Threshold	Threshold Exceeded?
2019 Baseline Year Plus Project	566	14,126	25.0	22.3	Yes
2050 Future Year Plus Project	566	12,402	21.9	22.3	No

Note: VMT per Employee = Commute (Attraction Home-Based-Work) VMT for the Alternative 2 project.

Source: Fehr & Peers 2025.

VMT per employee is higher under 2019 baseline year conditions (i.e., 25.0 VMT per employee) than future year conditions (i.e., 21.9 VMT per employee) as expected because future year conditions represent the buildout of PlanRC, which includes new residential developments within the city. Since there are more residents living in the surrounding area under future year conditions, commute trips on average are shorter relative to baseline year conditions.

Additionally, the City's TIA Guidelines state that Alternative 2 would result in a significant impact if the cumulative link-level boundary VMT per service population within the city increases under the plus project condition compared to the no project condition. Because Alternative 2 is located near the southern city limit the cumulative project effect on VMT analysis used a 30-mile radius from the project site as opposed to the city boundary. The 30-mile boundary was selected to capture the area that project trips could affect the transportation network as the average project trip length is approximately 15 miles. The effect on VMT for the 30-mile boundary is expected to increase by 0.04 percent with implementation of Alternative 2 (i.e., Alternative 2 future year VMT is 24.00), resulting in a VMT per service population that is less than the proposed project (i.e., proposed project future year VMT is 24.02) (Table 5-24). Because Alternative 2 would result in a net increase above the City's threshold for project effect on VMT as well as exceed the City's threshold for project-generated VMT, the increase in operational VMT generated by Alternative 2 is considered substantial.

Table 5-24 Alternative 2 Future Year Project Effect on VMT

	Without Alternative 2	With Alternative 2	Threshold Exceeded?
30-Mile Total Boundary VMT	180,052,377	180,140,121	**Yes**
30-Mile Service Population	7,506,285	7,506,633	
30-Mile Boundary VMT per Service Population	**23.99 (threshold)**	**24.00**	

Note: Service Population = Total Employment + Population.

Source: Fehr & Peers 2025.

City Standard Conditions of Approval 5.17-2 and 5.17-3 would reduce project trips and therefore VMT by requiring the implementation of trip reduction strategies. Specifically, Standard Condition of Approval 5.17-2 requires both registration with SCAQMD and compliance with SCAQMD's Rule 2202 to implement trip reduction measures. Although the City has the authority to require the implementation of VMT reduction measures through these standard conditions of approval, this analysis did not quantify what those reductions would be. Because Alternative 2 would result in baseline rates of project-generated VMT per employee that exceed the City's threshold, and would increase future year levels of VMT/service population within a 30-mile boundary from the project site, Similar to the proposed project, Alternative 2 would conflict with State CEQA Guidelines Section 15064.3 regarding VMT, which is considered a **potentially significant** impact.

Similar to the proposed project, Alternative 2 would be required to implement Mitigation Measures 3.13-2a through 13.3-2d, which promote different methods to reduce VMT, such as implementing commute trip marketing and providing an employee rideshare program, vanpooling, and bicycle facilities. The implementation of Mitigation

Measures 3.13-2a through 3.13-2d would reduce weekday average daily VMT per employee for Alternative 2 by approximately 10 percent under baseline and future year conditions from 25.0 to 22.5 and 21.9 to 19.7, respectively (Table 5-25). Thus, project-generated VMT per employee would not be reduced below the significance threshold of 22.3 VMT per employee for Alternative 2. Therefore, with implementation of Mitigation Measures 3.13-2a through 3.13-2d, impacts related to employee trips and, therefore, VMT per employee would be significant and unavoidable.

Table 5-25 Mitigated Project-Generated VMT Estimates per Employee for Alternative 2

	2019 Baseline Year Weekday Average Daily VMT	2050 Future Year Weekday Average Daily VMT
Pre-Mitigation VMT for Alternative 2	14,126	12,402
Reduction in VMT from Mitigation for Alternative 2	-1,399 (approximately 10% of 14,126 average daily VMT)	-1,228 (approximately 10% of 12,402 average daily VMT)
Post-Mitigation VMT for Alternative 2	12,728	11,174
Pre-Mitigation VMT per Employee	25.0	21.9
Post-Mitigation VMT per Employee	22.5	19.7
Citywide Threshold of Significance (VMT per Employee)	22.3	22.3
Significant Impact Post-Mitigation?	**Yes**	**No**

Source: Fehr & Peers 2025.

Additionally, even with implementation of Mitigation Measures 3.13-2a through 3.13-2d, the project effect on VMT under future year conditions would not be fully mitigated for Alternative 2 (Table 5-26). Therefore, Alternative 2 would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) regarding VMT and this cumulative impact would be **significant and unavoidable**. This cumulative impact would be similar, but slightly less (i.e., Alternative 2 post-mitigation future year VMT is 24.00), than what was analyzed for the proposed project (i.e., 24.02).

Table 5-26 Mitigated Future Year Project Effect on VMT for Alternative 2

	Without Alternative 2	With Alternative 2	Post-Mitigation	Significant Impact?
30-Mile Total Boundary VMT	180,052,377	180,140,121	180,138,893	**Yes**
30-Mile Service Population	7,506,285	7,506,633	7,506,633	
30-Mile Boundary VMT per Service Population	**23.99 (threshold)**	**24.00**	**24.00**	

Note: Service Population = Total Employment + Population.

Source: Fehr & Peers 2025.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

Construction

The effects of construction of Alternative 2 as they relate to transportation safety hazards would be temporary. Alternative 2 would include the construction of four new roadways (i.e., New Public Streets A, B, C, and D). Napa Street and Etiwanda Avenue would provide connections to new streets and the Alternative 2 project site (See Figure 5-1). Alternative 2 construction could have the potential to increase hazards related to the movement of heavy vehicles and construction materials, which could result in conflicts for vehicles and alternative modes of transportation navigating the project area.

Alternative 2 would be required to meet all City requirements related to construction activities, including provisions set forth in RCMC Chapter 12.03, "Public Improvement Construction". A primary purpose of Chapter 12.03 is "[t]o reduce hazards to the public resulting from inappropriate construction and traffic-control procedures during construction activities affecting streets, highways, sidewalks, drainage facilities and other public places owned and operated by the city." RCMC Chapter 12.03 requires construction on public rights-of-way to comply with the Standard Specifications for Public Works Construction (Green Book), which contains standards for maintenance of access, traffic control, and notification of emergency personnel. Further, construction activities would be conducted in compliance

with the California Manual on Uniform Traffic Control Devices (CA MUTCD), which identifies the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, etc., including temporary traffic-control devices in and near construction work areas.

Per RCMC Chapter 12.03, a construction and/or encroachment permit from the City engineer would be required for any work that would occur within City right-of-way. Additionally, a Temporary Street Closure or Lane Closure Permit may be required depending on the nature of construction if pedestrian or vehicular travel would be restricted in any way. Therefore, with adherence to the City requirements for obtaining an encroachment/construction permit and compliance with provisions of the Green Book and CA MUTCD, Alternative 2 would not substantially increase hazards during construction activities.

Operations

As previously discussed, Alternative 2 would provide new roadway connections to and through the project site by providing four new roadways (See Figure 5-1). Intersections would meet at near right angles, and signalized access to the project site would be provided. Additionally, clear sight distance would be maintained at all intersections in accordance with City standards. All roadway and facility improvements would be subject to and constructed in accordance with applicable City and industry standard roadway design and safety guidelines, including the City of Rancho Cucamonga Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and Section 17.122.030. Furthermore, Alternative 2 would be subject to City review processes, which would ensure that the proposed project design, including new roadway improvements and tie-ins to the existing transportation network, would comply with all applicable design standards related to transportation safety. Finally, the proposed project is consistent with the existing land use context and vehicle fleet mix is expected to be similar to existing adjacent industrial developments. Alternative 2 project-generated truck transport would travel on designated truck routes, and trucks traveling to and from the project site would adhere to applicable regulations associated with truck travel. Therefore, the proposed project would not substantially increase hazards during operations.

Summary

Alternative 2 is required to follow all City and industrywide safety standards and regulations related to construction activities, including those specified in RCMC Chapter 12.03 related to construction and encroachment. Additionally, Alternative 2 project design would be required to meet local design standards, such as the City of Rancho Cucamonga Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and Section 17.122.030 and would be subject to review by City staff to ensure that applicable design standards and regulations are met to minimize transportation hazards during construction and operations. Therefore, similar to the proposed project, this impact would be **less than significant.**

Result in Inadequate Emergency Access

Construction

The Rancho Cucamonga Fire Protection District would provide fire protection and emergency response services to the Alternative 2 project site. Alternative 2 would be required to comply with the 2022 California Fire Code (CFC), adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Chapter 33 of the CFC outlines general fire safety precautions during construction in order to maintain required levels of fire protection and promote prompt responses to fire emergencies. Section 3303.1 of the CFC requires that an owner or authorized agent develop, implement, and maintain an approved written site safety plan that establishes a fire prevention program at the project site applicable during all phases of construction, repair, alteration, or demolition work. Section 3303.1.1 details the required elements that all site safety plans must have, including fire department vehicle access routes, and Section 3311.1 requires that approved vehicle access be provided to all construction or demolition sites. Per Ordinance No. FD 58, the Rancho Cucamonga Fire Protection District has established additional fire and life safety requirements, including Section 503.3.1 which requires that the location or locations of acceptable fire apparatus access to construction site is required to be temporarily installed or displayed in a manner, location, and duration acceptable to the fire code official. Alternative 2 would be required to adhere to these regulations, as well as all other applicable requirements included in the RCMC; thus, Alternative 2 would not result in inadequate emergency access during construction.

Operation

Alternative 2 would provide emergency vehicle access via three vehicle access points to the site along Etiwanda Avenue. City engineering staff would review final project designs to ensure compliance with the Fire Code. Alternative 2 would be designed in accordance with City design standards including the City's Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and Section 17.122.030. Additionally, Alternative 2 would be required to comply with the CFC as adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Appendix D of the Ordinance provides additional requirements for fire apparatus access roads, including minimum dimensions to allow for adequate access and turning radii for emergency vehicles accessing the project site during operations. Further, Alternative 2 would be subject to review by the City and responsible emergency service agencies, thus ensuring that Alternative 2 would be equipped to provide adequate access for emergency responders. Therefore, implementation of Alternative 2 would not result in inadequate emergency access during operations.

Summary

Alternative 2 would be required to follow all Rancho Cucamonga Fire Protection District, City, and State standards and regulations to ensure that emergency vehicle access is provided during construction and operations. Additionally, Alternative 2 would also be subject to City review to ensure that applicable design standards and regulations are met and adequate emergency access to the proposed project would be provided. Therefore, Alternative 2 would not result in inadequate emergency access. Similar to the proposed project, this impact would be **less than significant**.

Utilities and Service Systems

Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

Alternative 2 would include new and expanded utilities, such as sewer, domestic water, electrical power, and telecommunications. New and expanded utility infrastructure required to serve Alternative 2 would be installed within the project site and within public rights-of-way that abut the project site. As stated in Section 3.14," Utilities and Service Systems", the analysis in this Draft EIR determined that the project's projected demand for water, wastewater treatment, storm water drainage, electrical power, and telecommunications would not exceed existing and future capacity of the utility providers that will serve the project site such that relocation or construction of new or expanded facilities would be required. Therefore, it is reasonable to assume that Alternative 2 would also not require or result in the need for new or expanded utility facilities as this alternative is a reduced version of the proposed project (i.e., reduced project footprint, total building square footage, and number of employees) and thus, would generate a reduced demand on utility providers. The BESS facility is not expected to increase electrical demand because it would store energy during off-peak hours and discharge it during peak demand periods, effectively reducing peak loads and shifting energy usage to more efficient times. The electrical substation would not increase electrical demand because its purpose is to manage and distribute electricity more efficiently. Water and wastewater demand for the BESS facility and electrical substation would be less than that of the warehouse buildings under the proposed project. Therefore, the BESS facility and electrical substation would not require the development of new or expanded infrastructure, aside from connections to existing telecommunications, electrical, water, wastewater, and stormwater drainage infrastructure. As such, Alternative 2 would not require the relocation or 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. The impact would be **less than significant**, which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

As stated in Section 3.14, "Utilities and Service Systems," the proposed project's projected water demand would not exceed available supplies from CVWD during normal, single dry, and multiple dry year scenarios. Assuming an average daily water demand of 2,000 gallons per acre for industrial projects (Dudek 2023), the annual water demand for the proposed project was estimated to be 62.44 acre-feet for the 1,214,131 sf of warehouse buildings and 20.79 acre-feet for

the 404,248 sf of landscaping. In comparison, the annual water demand for Alternative 2 is estimated to be 37.83 acre-feet for the 736,084 sf of warehouse buildings and 16.13 acre-feet for the 313,640 sf of landscaping. The water demand for Alternative 2 is approximately 65 percent of the water demand for the proposed project; therefore, it is reasonable to assume that CVWD would also have sufficient available water supplies to serve Alternative 2's water demands and reasonably foreseeable future development during normal year, dry year, and multiple dry year scenarios, which would be a lesser demand than the proposed project. The impact would be **less than significant**, which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Result in a Determination by the Wastewater Treatment Provider which Serves or May Serve the Project Determined that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

As stated in Section 3.14," Utilities and Service Systems", the proposed project was estimated to produce approximately 59,440 gallons per day of wastewater. The projected flows from the proposed project would not exceed the regional wastewater treatment plant's wastewater capacity and would leave the treatment plant with more than adequate capacity to treat proposed project wastewater generation. Assuming wastewater flows are 80 percent of the water demand (Lumos & Associates, Inc. 2023), Alternative 2 is expected to produce approximately 38,560 gallons per day of wastewater. The wastewater generation for Alternative 2 is approximately 65 percent of the wastewater generation for the proposed project; therefore, it is reasonable to assume that Alternative 2's projected wastewater generation would not exceed the existing and future capacity of the wastewater treatment providers that would serve the project site. The impact would be **less than significant**, which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

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

As stated in Section 3.14, "Utilities and Service Systems", the estimated 3.9 tons per day of waste generated by construction of the proposed project and 4.2 tons per day generated during operations of the proposed project would not exceed the capacity of the West Valley Materials Recovery Facility (7,500 tons per day), Soil Safe (receive maximum 5,000 tons per day; process 1,680 tons per day of soil through recycling unit), and Mid-Valley Landfall (7,500 tons per day). The construction and operation of Alternative 2 would generate solid waste that would be sent to landfills and other waste processing facilities. With approximately 736,084 sf of building area, Alternative 2 would result in approximately 1,104 tons of waste generated from construction of the proposed warehouse buildings. Assuming construction would take place six days per week over an estimated 426 days, Alternative 2 would generate, on average, approximately 2.6 tons/day of construction waste for the proposed warehouse buildings. During operations, the proposed warehouse buildings under Alternative 2 would accommodate approximately 567 employees daily, while the BESS facility would be staffed with eight employees. Using a solid waste generation rate of 8.93 pounds per employee per day sourced from the City of Los Angeles CEQA Thresholds Guide for an industrial project, Alternative 2 would generate approximately 5,135 pounds per day or 2.6 tons per day (CalRecycle n.d.). Less waste would be generated from Alternative 2 than the proposed project because this alternative has a reduced total building square footage and less site users. The total and daily amount of construction waste, and daily waste generated during operations, would not exceed the capacity of receiving landfills and waste processing facilities. Therefore, Alternative 2 would not generate solid waste in excess of State or local standards, the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The impact would be **less than significant**, which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

Alternative 2 would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the Integrated Waste Management Act, Rancho Cucamonga General Plan Policies PF-6.1 and PF-6.2 related to recycling and organics collection and processing, Rancho Cucamonga Municipal Code Section 8.17, "Refuse, Recyclables, and Organics Collection," and CALGreen Building Code Standards related to recycling and salvaging construction demolition waste. Additionally, Alternative 2 would remediate existing contamination at the project site to the same standards as the proposed project and contaminated soil and materials would be disposed of at designated hazardous materials landfill facilities. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

5.4.3 Alternative 3: Reduced Project with Truck Parking Alternative

DESCRIPTION OF ALTERNATIVE

Alternative 3, Reduced Project with Truck Parking Alternative, allows decision-makers the ability to compare the impacts of approving the proposed project with impacts of approving an alternate site plan for the project site, which reduces the total building area and project footprint while introducing a truck parking lot and electrical substation on-site (Figure 5-2). Like Alternative 2, Alternative 3 retains Buildings 1 and 2 proposed under the project and eliminates Buildings 3, 4, and 5. The two warehouse buildings would have a combined floor area of 736,084 sf, 385 automobile parking stalls, and 137 loading docks. The building design, construction assumptions, and operational characteristics would be consistent with those of Alternative 2, as described above in Section 5.4.2, "Alternative 2: Reduced Project with BESS Alternative." Alternative 3 additionally proposes a 373-stall truck parking lot on 11.6 acres in the northwestern portion of the project site that was originally designated for Building 3 under the proposed project. The truck parking lot is intended to serve the proposed development and would not be used by surrounding industrial uses. The southwestern portion of the project site that contains two existing water tanks, and was originally designated for Building 4 under the proposed project, would be removed from the project footprint under Alternative 3 and the water tanks would remain in place. Like Alternative 2, Alternative 3 proposes a new City-owned 230 kV electrical substation on 3.78 acres in the southeastern portion of the project site that was originally designated for Building 5 under the proposed project. The electrical substation components, construction assumptions, and operations and maintenance activities are consistent with those described for Alternative 2 in Section 5.4.2 above.

ALTERNATIVE IMPACT ANALYSIS

Aesthetics

Scenic Vistas

Under Alternative 3, Buildings 1 and 2 would be generally similar in nature to the proposed project, while Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Similar to the proposed project, Alternative 3 would also be constructed within an industrial setting that is not notable for its scenic quality and does not contain scenic resources of importance to the City. The proposed buildings, parking lot, and electrical infrastructure under Alternative 3 would not obstruct views of the San Bernardino or San Gabriel Mountains and the building heights would be consistent with maximum building height requirements for industrial zones established in RCMC Section 17.36.040. The project site and surrounding area are devoid of publicly-accessible vantage points that offer views of scenic resources, and the buildings would be compatible in terms of height and massing with existing buildings, infrastructure, and other development in the project vicinity and would result in a neutral change in views within the surrounding area. The proposed electrical substation would introduce new vertical structures, such as breakers and transformers, that would be similar in height and appearance to existing vertical structures at the adjacent existing SCE Etiwanda Substation. The changes proposed under Alternative 3 would result in a negligible difference in the overall scenic landscape as the Southeast Industrial Area is already a heavily developed, urbanized environment. Because the proposed buildings, parking lot, and electrical infrastructure would be compatible with surrounding development and because of the lack of publicly-accessible vantage points offering scenic views in the surrounding area, there would be **no impact** on a scenic vista. This impact is similar to what was analyzed under the proposed project.

State Scenic Highways

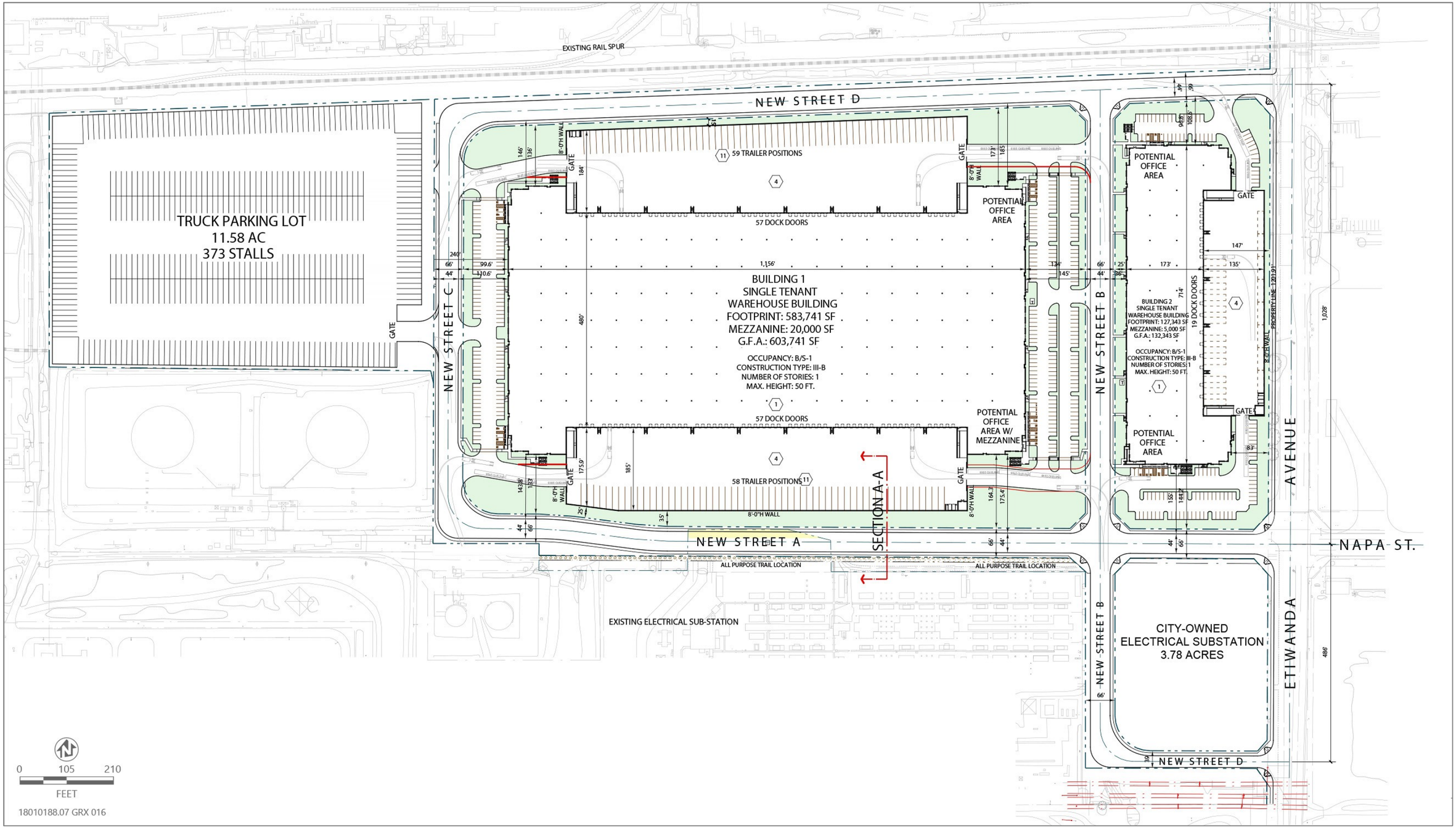
The project site is not visible from a state scenic highway and does not offer views of any state scenic highway. Therefore, Alternative 3 would not have potential to damage scenic resources, including trees, rock outcroppings, and historic buildings, within a state scenic highway, as none are present. There would be **no impact** on scenic resources within a state scenic highway, and this impact is similar to what was analyzed under the proposed project.

Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Similar to the proposed project, Alternative 3 would be permitted on the project site upon approval of a CUP and a Master Plan for the project site, subject to compliance with all applicable provisions of the RCMC (e.g., development standards). Alternative 3 would be consistent with the development standards for industrial zones, which regulate the aesthetic and visual quality of new development in accordance with the City's General Plan and RCMC. In addition, Alternative 3 would be consistent with the City's General Plan policies governing the compatibility of new development and the protection and preservation of existing views, although as noted the project site and surrounding area are devoid of publicly-accessible vantage points that offer views of scenic resources. Compliance with the City's development standards and General Plan would be enforced as part of the design review and building permit process and would ensure consistency with applicable zoning and other regulations, including those governing scenic quality. For example, the electrical substation would be designed and constructed in a manner that minimizes off-site visual impacts in accordance with the development requirements for fixed-base structures and facilities contained in RCMC Section 17.98.040(B)(2). Specifically, this code section requires planted or landscaped setbacks of at least 25 feet on all property lines for electrical substations. Therefore, construction and operation of Alternative 3 would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Construction and operation of Alternative 3 would introduce new sources of lighting that would be visible from limited off-site vantage points. Like the proposed project, construction activities would occur during the daytime between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, with the exception of concrete pours, which would occur during nighttime (i.e., 10:00 p.m. and 6:00 a.m.). Nighttime lighting would be required during concrete pours and security lighting may be used on-site at nighttime to deter unauthorized access and promote site safety. Although temporary lighting is exempt from the City's outdoor lighting standards to minimize light trespass, construction lighting would not be visible to the nearest light-sensitive receptors (e.g., a multi-family residential apartment building, located approximately 0.4 miles northeast of the project site, and a single-family home, located approximately 0.2 miles northeast of the project site), due to the distance from the project site and the shielding of construction lighting by existing intervening buildings and public roadways. In terms of operations, per RCMC Section 17.58.050, lighting must be directed away and shielded from adjacent residential areas to prevent stray light or glare from becoming a nuisance on adjacent properties. In addition, on-site lighting would be limited to the minimally required amount for safety and operational purposes. These lighting standards also apply to BESS facilities, as stated in RCMC Section 17.109.030(F). In addition, proposed lighting plans would be subject to review and approval by the City to ensure compliance with outdoor lighting requirements in the RCMC. Interior building lighting would comply with the most current California Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations) at the time of construction; the 2022 Building Energy Efficiency Standards require the use of light-emitting diode fixtures with lighting controls. Pursuant to City Standard Condition of Approval 5.1-1, the applicant would be required to submit a detailed on-site lighting plan, including a photometric diagram, to the City for review and approval by the Planning Direct and Police Department prior to the issuance of building permits. This on-site lighting plan is required to identify style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties and would ensure compliance with RCMC lighting requirements. With adherence to the RCMC, California Building Energy Efficiency Standards and City Standard Condition of Approval 5.1-1, Alternative 2 would not create new sources of substantial light that would adversely affect day or nighttime views in the area.



Source: Source: Image produced and provided by RGA Architecture, Inc. in 2025, adapted by Ascent in 2025.

Figure 5-2 Reduced Project with Truck Parking Alternative

During construction, nominal increases in glare would be introduced to the project site as a result of increased vehicular presence at the site (e.g., from windshields of vehicles and construction equipment). These sources of glare would be limited to the ground level. Glare from project construction would be minor and would not adversely affect daytime views of the area. Upon completion of construction, the project site would be developed with two new industrial/warehouse buildings, a truck parking lot, a 230 kV electrical substation, and other improvements, including new public streets and paved areas for truck loading and automobile parking. The proposed buildings and infrastructure would be constructed with nonreflective surfaces and glass and downward shielded lighting to minimize glare and prevent spillover effects onto adjacent properties and roadways. Onsite vehicles would reflect minimal amounts of sunlight at the ground level and glare from these surfaces would be obscured by landscaping, walls, and fencing that would be installed along the perimeter of the project site. Onsite solar would be installed on the buildings' rooftops, but as solar panels are designed to absorb light, not reflect it, these would generally cause less glare than standard window glass. Therefore, glare sources from operation would be minor and would not adversely affect daytime views of the area.

Landscaping, walls, and fencing would be installed around the perimeter of the project site and would further reduce the amount of spillover light and glare. Furthermore, the project site is not adjacent to residential or other light-sensitive receptors and Alternative 3 generated light and glare would not be visible to the nearest light-sensitive receptors due to their distance from the project site. Therefore, this impact would be **less than significant**, but marginally less than what was analyzed under the proposed project because of the reduced project footprint.

Air Quality

Consistency with Air Quality Plan

Similar to the proposed project, Alternative 3 would involve the construction and operation of an industrial/warehouse facility on a project site located within the Neo-Industrial Employment District and the Industrial Employment District land use designations of the Rancho Cucamonga General Plan) (City of Rancho Cucamonga 2021). Alternative 3 would include the same features and infrastructure type as the proposed project, but with less total building sf by eliminating Buildings 3, 4, and 5. Total square footage, the number of truck trips, and the cargo handling equipment pieces would be reduced compared to the proposed project. This reduction in emission generating activity would result in lower emissions compared to the proposed project. Similar to the proposed project, Alternative 3 would include clean technology utilizing solar and would meet LEED Silver certification. The buildings would be all-electric and no natural gas would be consumed as part of operations. The facility would include roof-mounted solar panels and electrical vehicle (EV) charging, with additional electrical room space to allow for future expansion of charging.

Therefore, because Alternative 3 would be consistent with the land use designations in the General Plan and other relevant policies and goals, Alternative 3 is consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which has been crafted to bring the Basin into attainment status for all nonattainment pollutants and precursors thereof. Accordingly, Alternative 3 would not conflict with or obstruct the implementation of the applicable air quality plan. This impact would be **less than significant**, and this impact is similar, but less than what was analyzed under the proposed project.

Generate Construction and Operational Emissions in Exceedance of SCAQMD's Mass Emission Thresholds

Construction

Similar to the proposed project and Alternative 2, construction of Alternative 3 would generate short-term volatile organic compound (VOC), oxides of nitrogen (NO_X), carbon monoxide (CO), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide (SO_2) emissions. Criteria air pollutants and precursors would result from off-road equipment, material delivery, hauling trips, worker commute trips, and other activities (e.g., application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated with the grading and demolition phases. PM_{10} and $PM_{2.5}$ are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, VOC and NO_X, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of VOC. Emissions for

Alternative 3 were evaluated qualitatively as Alternative 3 will anticipate fewer construction-generated emissions than Alternative 2 due to the replacing the BESS with parking stalls. Thus, emissions of all criteria pollutants would be below SCAQMD regional construction thresholds except for VOC.

The exceedance of the VOC threshold is due primarily to the architectural coatings phase of construction. SCAQMD regional construction thresholds are intended to maintain or achieve attainment designations in the Basin with respect to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Thus, because Alternative 3 exceeds the VOC threshold prior to mitigation, it would impede attainment of the region's standards during construction, which is considered a **potentially significant** impact.

Similar to the proposed project and Alternative 2, Alternative 3 would be required to implement Mitigation Measure 3.2-2a, which requires construction contractors to use low-VOC coatings with a VOC content of 10 g/L or less during all phases of construction or comply with SCAQMD Rule 113 and extend the painting schedule to ensure VOC emissions do not exceed SCAQMD regional construction thresholds, similar to the proposed project. Because VOC emissions are proportional to the change in VOC content, requiring coatings with a VOC content of 10 g/L instead of the default 100 g/L or extending the painting schedule would result in an approximately 90 percent reduction in VOC emissions. After implementation of Mitigation Measure 3.2-2a, emissions of all criteria pollutants, including VOCs, would be below SCAQMD regional construction thresholds. Therefore, because construction emissions associated with Alternative 3 would be below SCAQMD thresholds with implementation of Mitigation Measure 3.2-2a, this alternative would not contribute to the region's nonattainment status. As such, construction impacts would be reduced to **less than significant with mitigation** and this impact is similar, but less than what was analyzed under the proposed project.

Operations

Alternative 3 operations would be similar to the proposed project and Alternative 2 and would generate long-term operational emissions of VOC, NO_X, CO, PM_{10}, $PM_{2.5}$, and SO_2. Criteria air pollutants and precursors would result from mobile-source emissions related to vehicle trips to and from the project site, trucks traveling within the project site, trucks idling at the loading docks, equipment operating onsite to handle and move cargo, area sources associated with landscaping equipment, periodic painting of building and parking areas, and using consumer products.

Alternative 3 would result in NOx, and CO emissions exceeding SCAQMD mass regional operational thresholds. However, unmitigated operational emissions under this alternative would be slightly lower than those of the proposed project. As with the proposed project and Alternative 2, implementation of Alternative 3 would result in **potentially significant** impacts related to operational NOx, and CO emissions.

Similar to the proposed project and Alternative 2, Alternative 3 would be required to implement Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2dto reduce impacts associated with operational NOx, and CO emissions. A large portion of NOx emissions would be from yard equipment, where reducing or eliminating emissions from these sources would greatly reduce operational emissions. Mitigation Measure 3.2-2b, which requires zero-emission yard and landscaping equipment along with truck charging, would reduce emissions of all pollutants. Mitigation Measure 3.2-2c, which requires the use of electrical hookups for TRU dwellings on-site, would eliminate all emissions generated from TRUs. Mitigation Measure 3.2-2d requires signage to ensure truck idling within the project site is limited. After the implementation of Mitigation Measures 3.2-2b, 3.2-2c, and 3.2-2d, NOx, and CO emissions would be reduced to below thresholds. Therefore, with implementation of Mitigation Measure 3.2-2b, through 3.2-d, impacts related to operational NOx, and CO emissions would be reduced to **less than significant after mitigation** and this impact is similar, but less than what was analyzed under the proposed project.

Generate Construction and Operational Emissions in Exceedance of SCAQMD's Localized Significance Thresholds

Construction

Construction of Alternative 3 would emit localized pollutants through the onsite use of heavy-duty construction equipment and fugitive dust from ground-disturbing activities. These localized emissions could expose nearby sensitive receptors to substantial pollutant concentrations if levels exceed established SCAQMD localized significance thresholds (LSTs).

Localized emissions during construction would not exceed the applicable LSTs for the Alternative 3 project area, as construction of Alternative 3 would result in fewer emissions than Alternative 2, which did not exceed SCAQMD localized thresholds. Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Operations

Once operational, Alternative 3 would result in air pollutant emission sources such as truck movement and idling, yard equipment, worker trips, and overall Alternative 2 industrial and warehouse operations. According to SCAQMD, only onsite emissions are to be considered in the LST analysis. However, because each truck would travel and idle within the project site as part of operations under Alternative 3, truck emissions within the site boundary were included in the LST analysis.

Localized emissions during operations would not exceed the applicable LSTs for the Alternative 3 project as project operations would generate the same emissions as Alternative 2, which did not exceed SCAQMD localized thresholds. Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Summary

Similar to the proposed project and Alternative 2, localized emissions during construction and operation of Alternative 3 would not exceed the applicable LSTs. For this reason, this impact would be **less than significant**, and this impact is similar, but less than what was analyzed under the proposed project.

Expose Sensitive Receptors to TAC Concentrations that Result in an Incremental Increase in Cancer Risk Greater than 10 in One Million and/or a Noncarcinogenic Hazard Index of 1.0 or Greater

Construction

Similar to the proposed project and Alternative 2, the closest sensitive receptors to the Alternative 3 project site are at the Victoria Woods Apartments housing development, which is located approximately 0.4 miles northeast of the nearest portion of the project site. Construction would be sporadic in both duration and location, with actual construction taking place during an approximately 18-month period, which is much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. Therefore, similar to the proposed project and Alternative 2, due to the short-term nature of the construction period, Alternative 3 would generate low levels of construction-related diesel emissions. As such, construction of Alternative 3 would not result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

Operations

An HRA was not conducted for Alternative 3 as project operations would be similar to Alternative 2. The chronic hazard index was estimated to be less than the hazard index thresholds at all receptors. While Alternative 2's unmitigated health risk impacts are similar to the proposed project's, impacts are reduced under this alternative (e.g., maximum incremental cancer risk at residential uses would be six for Alternative 2 versus 10 under the project). Because the residential cancer risk of six chances in one million does not exceed the incremental cancer risk threshold of 10 chances in one million, unlike the proposed project, Alternative 3 project operations would not expose sensitive receptors to substantial concentrations of diesel PM pollution. This impact would be a **less than significant**, and this impact is similar, but less than what was analyzed under the proposed project.

Archaeological, Historical, and Tribal Cultural Resources

Historical Resources

As with the proposed project, the project site includes previously disturbed bare ground, piles of crushed concrete and discarded concrete pipe, gravel piles, and exposed soils with sparse native grass and weed growth. Alternative 3 does not propose any activities on the parcel with onsite structures (West Water Tank and East Water Tank). Because no historical resources were identified on the project site, Alternative 3 would not cause a substantial adverse change in the significance of a historical resource. Therefore, there would be **no impact** with implementation of Alternative 3 and this impact is similar to what was analyzed under the proposed project.

Human Remains

As with the proposed project, no known human burials have been identified on the project site or within the project site vicinity. If unknown human remains are inadvertently encountered during grading or excavation activities associated with Alternative 3, 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 Standard Condition of Approval 5.5-2, which requires cessation of activities within a 100-foot buffer of any human remains or funerary objects encountered during construction and that the County Coroner be contacted pursuant to State Health and Safety Code Section 7050.5. Because of the protection required by the State Health and Safety Code and the City's standard condition of approval, Alternative 3 would not substantially disturb human remains, including those interred outside of formal cemeteries. Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Compared to the proposed project, the area of ground disturbance and the amount of deep ground disturbance would be reduced under Alternative 3. Therefore, impacts would be **less than significant** and this impact is similar to, though less than what was analyzed under the proposed project.

Archaeological Resources

Ground disturbing activities associated with construction of Alternative 3 would include grading to remove soil and compacting fill material for the building pads, excavation for the stormwater retention basins, trenching for installation of below-grade utilities, and superficial excavation needed to construct the new public streets, install parking lot pavement and other hardscaping as well as planting of trees and landscaping improvements. Excavation associated with Alternative 3 would involve depths of at least 5 feet below the existing ground surface for the proposed building pads, stormwater retention basins, and underground utilities. Other improvements including surface parking spaces, new public streets, and landscaping would involve more shallow excavation at depths less than five feet below existing ground surface. In localized areas, loose soils would be removed at depths greater than 5 feet below existing ground surface. Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation; therefore, there would be a reduction in the amount of deep ground disturbance as the excavation would occur at a shallower depth than excavation for building foundations under the proposed project.

Per the archaeological resources assessment, which was undertaken for the proposed project, the results of the South Central Coastal Information Center records search performed as part of this assessment revealed that no precontact or historic era archaeological sites have been previously documented within the project site. Similarly, the results of the Phase I pedestrian survey did not reveal the presence of precontact or historic era archaeological sites within the project site. The archaeological resources assessment did not identify any potentially significant archaeological resources. In addition, the archaeological resources assessment did not identify the project site as having either high or medium sensitivity for archaeological resources. Therefore, no unique archaeological resources as defined in CEQA Section 21083.2(g) or archaeological resources as defined in State CEQA Guidelines Section 15064.5 were identified. Because the archaeological resources assessment did not identify potentially significant archaeological resources or high or medium sensitivity for archaeological resources, the conditions described in Standard Condition of Approval 5.5-8 regarding a Phase II Testing and Evaluation investigation (5.5-8a) and monitoring of construction ground disturbance (5.5-8b and 5.5-8c) would not be triggered by Alternative 3.

As with the proposed project, there is potential for archaeological remains to be encountered below the ground surface at unknown depths. Construction of Alternative 3 would involve earth-moving and excavation activities that may result in the discovery of previously unrecorded archaeological deposits. These activities could damage or destroy previously undiscovered unique archaeological resources pursuant to Section 15064.5. Once operational, Alternative 3 would not include any activities that would have the potential to cause a substantial adverse change in the significance of a unique archaeological resource. Therefore, construction of Alternative 3, but not operations, has the potential to cause a substantial adverse change in the significance of a unique archaeological resource, which is considered **potentially significant**. However, similar to the proposed project, Alternative 3 would be required to implement Mitigation Measure 3.3-1, which require construction to halt in the event of an inadvertent discovery of archaeological resources during

construction as well as require coordination with Native American groups, implementation of preservation options (including data recovery, mapping, capping, or avoidance), and proper curation if significant archaeological resources are recovered. Therefore, implementation Mitigation Measure 3.3-1 would ensure that impacts would be reduced to **less than significant with mitigation**, but less than what was analyzed under the proposed project because of the reduced area of ground disturbance and amount of deep ground disturbance.

Tribal Cultural Resources

As assessed under the proposed project, tribal consultation under Assembly Bill 52 did not result in the identification of tribal cultural resources within the project site. Nevertheless, due to the sensitivity of the project site for unidentified subsurface resources that could qualify as a tribal cultural resource remains, ground-disturbing activities implemented during construction of Alternative 3 could damage or destroy tribal cultural resources, which is considered a **potentially significant** impact. Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation; therefore, there would be a reduction in the amount of deep ground disturbance required as the excavation would occur at a shallower depth than excavation for building foundations. Nevertheless, Alternative 3 would still be required to implement Mitigation Measures 3.3-1 and 3.3-2a through 3.3-2e that were recommended by the tribes to minimize effects to tribal cultural resources, which would ensure that impacts would be **less than significant with mitigation**. Impacts would be similar, but less than what was analyzed under the proposed project because of the reduced area of ground disturbance and amount of deep ground disturbance.

Biological Resources

Special-Status Plants

The project site does not contain habitat suitable for special-status plant species; therefore, implementation of Alternative 3 would result in **no impact** on special-status plants. This impact is similar to what was analyzed under the proposed project.

Special-Status Wildlife

The project site does not contain habitat suitable for special-status wildlife species; therefore, implementation of Alternative 3 would result in **no impact** on special-status wildlife. This impact is similar to what was analyzed under the proposed project.

Riparian Habitat or Other Sensitive Natural Communities

No sensitive natural communities and no riparian habitat are located in or immediately adjacent to the project site or off-site improvement areas. Therefore, implementation of Alternative 3 would result in **no impact** on these resources and this impact is similar to what was analyzed under the proposed project.

State or Federally Protected Aquatic Resources

As with the proposed project, construction of Alternative 3 would involve direct removal of the Chadwick Channel, which is a water of the State regulated under the Porter-Cologne Water Quality Control Act and/or the California Fish and Game Code (Sections 1600-1607), which is considered a **potentially significant** on a State protected aquatic resource. Like the proposed project, Alternative 3 would be required to implement Mitigation Measure 3.4-1, which would reduce potential direct and indirect (i.e., downstream) impacts on Chadwick Channel by implementing measures that result in no net loss of existing ecological functions and would ensure that impacts would be **less than significant with mitigation**. This impact is similar to what was analyzed under the proposed project.

Wildlife Movement Corridors or Nurseries

According to the California Essential Habitat Connectivity Project, the project site is not located in a Natural Landscape Block or Essential Habitat Connectivity Area because the site does not provide an important connection between any areas of natural habitat that would be isolated if the connection were lost (Spencer et al. 2010). Although wildlife may pass through the site occasionally, it is unlikely that the site functions as a significant wildlife movement corridor or wildlife nursery site, because the site and the area surrounding it lack natural habitat. In

addition, through Standard Condition of Approval 5.4-4, the City requires vegetation removal associated with construction activities to occur between September 16 and March 14; a preconstruction survey and specified measures to protect active nests, if found, are required for vegetation removal between March 15 and September 15. Therefore, implementation of Alternative 3 would not interfere substantially with the movement of any native resident or migratory wildlife species. **No impact** would occur and this impact is similar to what was analyzed under the proposed project.

Conflict with Local Policies and Ordinances

Construction of Alternative 3 would not result in the direct removal of trees that may be considered heritage trees under the RCMC. Therefore, Alternative 3 implementation would result in **no impact** related to conflicts with local policies and ordinances protecting biological resources, and this impact is similar to what was analyzed under the proposed project.

Consistency with Habitat Conservation Plans

The project site is not within the plan area of any adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, Alternative 3 implementation would result in **no impact** regarding consistency with such plans, and this impact is similar to what was analyzed under the proposed project.

Energy

Wasteful Consumption of Energy

Under Alternative 3, energy demand would increase compared to existing conditions, however, the energy demand would be slightly less than that of the proposed project due to the reduction in building square footage, similar to Alternative 2. This reduction in building square footage would result in lower energy consumption overall. Similar to the proposed project and Alternative 2, Alternative 3 would not require atypical construction. However, in developing an industrial/warehouse facility, Alternative 3 would also allow for development that is not inherently energy efficient due to the nature of industrial/warehouse uses (i.e., building operations and associated equipment, passenger car, and truck transportation energy consumption).

Construction

Similar to the proposed project, energy would be required to construct, operate, and maintain construction equipment and to produce and transport materials associated with construction of Alternative 3. During construction, diesel fuel would be consumed by equipment and heavy-duty trucks, while construction worker commute vehicles would be primarily powered by gasoline. Because Alternative 3 would not require additional truck trips for BESS materials and construction, Alternative 3 would require less fuel consumption than Alternative 2.

While construction activities would require fuel and other energy sources that are nonrecoverable, this energy usage would be temporary and would cease once construction is complete. Typically, construction contractors strive to complete construction projects efficiently to meet project schedules and minimize cost. Thus, only the necessary amount of fuel would be consumed to complete Alternative 3 construction. Furthermore, there is no evidence to suggest that construction-related energy demand associated with this alternative would be atypical. As such, nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner during the construction when compared to other construction activity in the region.

Operational Building Energy

Similar to the proposed project and Alternative 2, all new buildings developed under Alternative 3 would comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the City's Planning Director and as required by the California CALGreen Building Code. Operation of Alternative 3 would involve the use of electricity for lighting, refrigeration, space and water heating, air conditioning, and appliances, which would increase electricity consumption in the region relative to existing conditions. Because Alternative 2 and Alternative 3 have the same building SF and land use types, it is anticipated that operational building energy consumption for Alternative 3 would be the same as Alternative 2 and reduce operational building energy consumption compared to the proposed project by 347 MWh/year.

Operational Transportation Energy

Operation of Alternative 3 would result in fuel consumption related to heavy duty truck trips and worker commute vehicles traveling to and from the project site, as well as from the use of yard equipment within the project site to handle cargo. Worker commute trips are assumed to be via gasoline-powered light duty automobiles and trucks, while heavy duty trucks, and all yard equipment, are assumed to be diesel-powered. Alternative 3 would require similar onsite daily operations, as Alternative 2 has the same building SF. The truck parking lot is assumed to support on-site warehouse/distribution uses; thus, Alternative 3 would not introduce new uses that would generate additional trips and operational diesel and gasoline consumption are likely to be similar.

As in the proposed project and Alternative 2, Alternative 3 would develop new industrial and warehouse uses, which could substantially increase energy usage during building operations and transportation, even with adherence to applicable building codes and City requirements. Furthermore, while Alternative 3 would incorporate energy efficiency features, warehouse uses are by nature not energy efficient due to their operations, and Alternative 3 implementation could still increase energy usage significantly. Therefore, operation of Alternative 3 would result in **potentially significant** impacts related to the wasteful, inefficient, or unnecessary use of energy.

Similar to the proposed project and Alternative 2, Alternative 3 would be required to implement Mitigation Measures 3.2-2b and 3.2-2c, which would reduce fossil fuel energy demand through the requirement for zero emission yard equipment and EV charging to support the use of electric automobiles and trucks, and Mitigation Measures 3.7-1a and 3.7-1b, which would require zero emission construction equipment and the installation of renewable energy to support all electricity needs. Therefore, implementation of these mitigation measures in combination with the alternative's energy efficient design features (e.g., all-electric building design, energy and water efficiency measures) would reduce this impact to **less than significant with mitigation**, which is similar to, but less than what was analyzed under the proposed project.

Plan Consistency

Similar to the proposed project and Alternative 2, Alternative 3 would be consistent with the 2025 California Energy Code, CBC, and the General Plan. Alternative 3 would incorporate many design features that are consistent with the local and state plans, such as including renewable energy and passive solar design (General Plan Policies RC 6.2 and RC 7.9) and by installing solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area) and EV chargers at automobile parking stalls (Climate Action Plan [CAP] and General Plan Policy RC 6.1). In addition, Alternative 3 would be consistent with the California Energy Code, which inherently ensure consistency with the State Energy Efficiency Action Plan, by focusing on increasing energy efficiency and decarbonization in commercial and industrial buildings. Alternative 2 would also adhere to the requirements of applicable building codes, such as the CBC, which includes energy efficiency and water conservation measures. Therefore, Alternative 3 would be consistent with the 2025 California Energy Code, CBC, and the General Plan, similar to the proposed project.

However, similar to the proposed project and Alternative 2, Alternative 3 would conflict with the City's CAP because General Plan Policy RC 6.2 only encourages the installation of renewable energy while the CAP Checklist requires use of renewable energy systems beyond the current Energy Code for industrial projects in the Neo-Industrial (NI) and Industrial Employment (IE) zoning districts, consistent with the CAP. As the Alternative is designed prior to the application of mitigation, it would not be fully consistent with the requirements for equipment electrification and renewable energy requirements of the City's CAP. For that reason, Alternative 3 would conflict with the City's CAP and the impact related to renewable energy plans would be **potentially significant** prior to mitigation.

Similar to the proposed project and Alternative 2, Alternative 3 would be required to implement Mitigation Measures 3.7-1a and 3.7-1b to reduce the energy demand under this alternative through the implementation of energy efficiency and renewable energy in building design; inclusion of low-emission vehicles; requirement for zero emission equipment; and use of clean construction fleets. Implementation of these mitigation measures would ensure compliance with the City's CAP, State Energy Efficiency Action Plan, and other renewable energy or energy efficiency plans. Thus, this impact is **less than significant with mitigation**, which is similar to what was analyzed under the proposed project.

Geology and Soils

Rupture of a Known Earthquake Fault

The nearest earthquake fault to the project site is the Red Hill-Etiwanda Avenue fault, approximately 3 miles northwest of the nearest property line of the project site. According to State maps the project site is not located within an Alquist-Priolo fault zone and there is no evidence to suggest that the project site is located on top of a fault line that would rupture. Therefore, Alternative 3 implementation would not directly, or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. **No impact** would occur and this impact is similar to what was analyzed under the proposed project.

Seismic-related Ground Failure – Liquefaction or Landslides

The project site is located in a heavily developed and industrial area of the city. The project site is not identified as being within an area prone to liquefaction or landslides (DOC 2022). The project site and surrounding 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. Due to the location of the project site in relation to hazardous zones and the topography of the project site, Alternative 3 implementation would result in **no impact** related to liquefaction or landslide hazards and this impact is similar to what was analyzed under the proposed project.

Soil Erosion or Loss of Topsoil

Construction of Alternative 3 would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. The SWRCB Construction General Permit (Order WQ 2022-0057-DWQ) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more and which requires preparation of a SWPPP that requires implementation of BMPs to reduce pollutants, including silt and soil, in construction stormwater discharges. Along with following SWPPP BMPs, Alternative 3 would also be required to implement a dust control plan for construction activities in compliance with SCAQMD Rule 403, which requires implementation of BACMs during active operations capable of generating fugitive dust. Operation and maintenance would not require additional soil disturbance and would not result in erosion or loss of topsoil. After Alternative 3 is constructed, there would be a reduction in the area of exposed soil compared to existing conditions, thus limiting the potential for soil erosion to occur. Implementation and compliance with the stated permits, plans, practices, and policies would reduce, prevent, and minimize soil erosion or the loss of topsoil. There would be **no impact** and this impact is similar to what was analyzed under the proposed project.

Septic Tanks or Alternative Wastewater Disposal Systems

Alternative 3 does not propose the addition of septic tanks or other alternative wastewater disposal systems. As a result, no impact to soils from the use of septic tanks or alternative wastewater disposal systems would occur. Therefore, there would be **no impact** and this impact is similar to what was analyzed under the proposed project.

Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

The project site is located within the seismically active region of southern California and in proximity to several known fault lines capable of producing significant magnitude earthquakes that could lead to seismic ground shaking on the project site. Compliance with State and local laws, requirements, and standard conditions of approval would minimize the potential for Alternative 3 to cause direct or indirect adverse effects, including risk of loss, injury, or death involving strong seismic shaking. Alternative 3 would be required to comply with the most recent version of the CBC (the 2022 version is the most current as of preparation of this EIR) Chapter 16, Structural Design, which identifies both general building structural design requirements and specific seismic safety design requirements for projects. The 2022 CBC has been adopted and codified in RCMC Chapter 15.12, Building Code, and as such, all new development within the city is subject to these standards, including Alternative 3. As discussed for the proposed project, the City also has implemented standard conditions of approval for projects to reduce impacts from adverse geological and soils conditions (i.e., standard conditions of approval 5.7-2 through 5.7-7). These standard conditions of approval

minimize geologic seismic hazards caused by Alternative 3 by requiring the preparation and approval of project-specific geological and soils reports and grading plan checks prior to grading approvals. Compliance with standard conditions of approval 5.7-2 through 5.7-7 would reduce the potential for Alternative 3 to cause injury, loss, and property damage associated with strong seismic ground shaking. Thus, this impact would be **less than significant**. This impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

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, Liquefaction, or Collapse

The project site has a relatively flat and level topography and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable. In addition, the project site is not located within an area prone to landslides or liquefaction. Therefore, Alternative 3 would not be located on a geologic unit or soil that is unstable or that would become unstable because of the project and potentially result in on- or off-site landslide, lateral spreading, liquefaction, or collapse. Therefore, this impact would be **less than significant**. This impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Be Located on Expansive Soil, Creating a Substantial Direct or Indirect Risk to Life and Property

The soils that underlay the project site are not characteristic of clay minerals that would otherwise contain the potential to swell and shrink when wetted and dried, potentially causing damage to foundations, pipes, and walls. As such, the project site is not located on expansive soil, and development of Alternative 3 would not create a substantial direct or indirect risk to life and property because of being located on expansive soil. Therefore, this impact would be **less than significant**. This impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Due to the project site's historical development and redevelopment, no unique geological features are present onsite. Although most soils within the city are considered too young to contain paleontological fossils or other resources, excavation activities into deeper (older-aged) soils, potentially as shallow as 5 feet below ground surface (bgs), have been known to yield paleontological resources in southwestern San Bernardino County, where the project site is located. Because excavation of soils during construction activities would extend to depths greater than 5 feet bgs, Alternative 3 may result in the inadvertent discovery of unique paleontological resources. If a unique paleontological resource or site is encountered during excavation it could be damaged or destroyed if protective measures are not in place, which is considered a **potentially significant** impact. Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project. Nevertheless, Alternative 3 still has the potential to disturb soils at depths greater than 5 feet bgs. Therefore, Alternative 3 would be required to implement Mitigation Measures 3.6-4a through 3.6-4g, similar to the proposed project, which would ensure the appropriate industry protocol would be implemented following the inadvertent discovery of paleontological resources. Thus, implementation of Mitigation Measures 3.6-4a through 3.6-4g would reduce the potential for Alternative 3 to directly or indirectly destroy a unique paleontological resource or site. Impacts would be reduced to **less than significant with mitigation**. This impact is similar to, but less than what was analyzed under the proposed project because of the reduced area and depth of ground disturbance.

Greenhouse Gas Emissions and Climate Change

Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment or Conflict with GHG Plans

Similar to the proposed project and Alternative 2, Alternative 3 would generate GHG emissions from construction and operational activities, including emissions from truck and worker vehicle travel, yard equipment, building-related utility consumption, and refrigerants.

Alternative 3 construction activities would result in GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute. Alternative 3

would no longer require BESS material imports and construction and thus would be expected to generate fewer construction-related GHG emissions. Additionally, because Alternative 3 would have the same building square footage as Alternative 2, it is expected that Alternative 3 would generate the same operational-related GHG emissions.

Operations of Alternative 3 would result in similar area-source GHG emissions from using landscaping equipment, energy-source emissions from the consumption of electricity uses in buildings, mobile-source emissions from vehicle trips to and from the project site, water-related energy consumption associated with water use and conveyance and treatment of wastewater, and solid waste-generated emissions from the transport and disposal of solid waste. However, due to the reduction in the total building square footage under Alternative 3 compared to the proposed project, operational GHG emissions would also be reduced, similarly to Alternative 2. However, estimated GHG emissions for Alternative 3 would still exceed the SCAQMD 10,000 MTCO2e/year numerical threshold recommended by SCAQMD for industrial projects. It is worth noting that the emissions analysis is based on a set of conservative emissions that assumed the alternative would be operational in 2027. Note that, as explained in Section 3.7, "Greenhouse Gas Emissions and Climate Change", the comparison of project emissions to SCAQMD numerical threshold for industrial projects is provided for informational purposes only.

CAP Consistency

Alternative 3 would use the same approach to meet CAP consistency as the proposed project and Alternative 2. Similar to the proposed project and Alternative 2, Alternative 3 would be consistent with the City's adopted General Plan land use designations as this alternative would construct and operate an industrial/warehouse facility within the Neo-Industrial Employment District and the Industrial Employment District (City of Rancho Cucamonga 2021).

A CAP consistency analysis for Alternative 3 is provided in Table 5-27. CAP Measures that are relevant to Alternative 3 have been included as Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a through 3.7-1c, and 3.13-2a through 3.13-2d throughout this analysis for Alternative 3 to ensure they are included in alternative's design. In the scenario that Alternative 3 were to be identified to be carried forward instead of the proposed project, the Applicant would be required to submit a CAP Consistency Checklist to the City prior to approval of Alternative 3, and the relevant CAP measures would be prescribed as conditions of approval. Based on the direction provided in the CAP Consistency Checklist, a project must implement the relevant measures from the CAP Checklist in order to be in compliance with the City's CAP. Therefore, before mitigation, Alternative 3 would be inconsistent with the City's CAP. For these reasons, impacts related to Alternative 3's consistency with the City's CAP would be considered **potentially significant**.

Table 5-27 Consistency of Alternative 3 with CAP Consistency Checklist

Number	CAP Measure	Alternative 3 Implementation	Consistent?
1. Electric Vehicle Charging (Strategy 1.2)	For non-residential office and industrial: 10% of parking spaces would be "EV Ready" or a minimum of 1 "EV Ready" space for 0-9 parking spaces, and 5% of parking spaces would be "EV Installed" or a minimum of 1 "EV Installed" space for 0-20 parking spaces.	This measure applies to non-residential office and industrial development and would be applicable to the development of the project. Alternative 3 includes 389 passenger vehicle parking spaces and 510 truck trailer parking spaces. 10% of parking spaces would equal 39 passenger vehicle and 51 truck trailer spaces that are EV Ready 5% of parking spaces would equal 19 passenger vehicles and 25 truck spaces that are EV Installed	**Consistent After Mitigation.** Project design includes, at a minimum, 10% of automobile parking stalls to be reserved for EV parking. Of these, 50% (19 spaces) would include installation of Level 2 EV supply equipment, while 39 stalls would be EV Capable. These requirements are consistent with the requirement in CAP Strategy 1.2 for passenger cars. However, the same CAP requirement applies to trucks. **Mitigation Measure 3.2-2b** prescribes requirements to ensure adequate electrical capacity

Number	CAP Measure	Alternative 3 Implementation	Consistent?
			and EV Ready/Capable spaces to allow for 100% electric medium- and heavy-duty trucks to access the site and charge in the future, as needed.
2. Off-Road Equipment (Strategy 1.4)	Commercial and Industrial: For heavy-duty off-road vehicles and equipment (defined as equal to or greater than 50 horsepower) use associated with project operations: will the project use zero emissions technology (e.g., electricity) or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane)? Check "N/A" if zero-emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs. To support a "N/A" response, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.	This measure applies to equipment used in the operation of commercial and industrial uses and applies to equipment greater than or equal to 50 horsepower (hp). Operation of Alternative 3 would involve the use of heavy-duty off-road vehicles and equipment, including but not limited to yard trucks, forklifts, and TRUs. Per CARB defaults, the typical yard truck is 177 hp, the typical forklift is 63 hp, and the typical TRU is 33.7 hp. Therefore, yard trucks and forklifts are subject to this measure. Moreover, since the specific business activities that would be conducted at the project site under this alternative are not known at this time, other pieces of equipment could be used. Typical warehouse equipment can also include cranes, stackers, container handlers, excavators, loaders, and others, depending on the specific warehouse uses and the type of cargo being handled. These pieces typically exceed 50 hp, thus subject to this CAP measure. Therefore, any future piece of equipment must be zero emissions (e.g., electric, hydrogen, or biomethane) or the applicant or future tenant must prove to the City that the specific type of equipment is not commercially available within the area.	**Consistent After Mitigation.** **Mitigation Measure 3.2-2b** prescribes requirements to ensure 100% operational off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.
3. Construction Vehicles and Equipment (Strategy 1.6)	For heavy-duty vehicles and equipment (defined as equal to or greater than 50 horsepower) used in construction of the project: will a minimum of 50% of vehicles and pieces of equipment be powered by electricity or other zero-emissions technology or fuels?	This measure applies to equipment used in the construction of land use development and applies to equipment greater than or equal to 50 horsepower. Construction of Alternative 3 would involve using various pieces of off-road equipment, including dozers, excavators, graders, tractors, scrapers, forklifts, cranes, pavers, and other equipment, most of which are typically greater than or equal to 50 hp. Any piece of equipment greater than or equal to 50 hp used during construction is subject to this measure.	**Consistent After Mitigation.** **Mitigation Measure 3.7-1a** prescribes requirements to ensure at least 50% of construction off-road equipment exceeding 50 hp is zero emissions or evidence is provided to the City that specific pieces are not commercially available.
4. Zero Net Electricity (Strategy 3.1 and 3.2)	Residential and Non-Residential (except for projects located in the Neo- Industrial (NI) and Industrial Employment (IE) zoning districts): Will the project include an on-site renewable energy generation system that generates an amount of electricity equal to annualized building demand?	This measure is not applicable to the project, because Alternative 3 is an industrial project in the Neo-Industrial (NI) and Industrial Employment (IE) zoning districts.	**Not applicable**
5. On-Site Renewable Energy Systems for Projects	Neo-Industrial (NI) and Industrial Employment (IE) zoning districts:	This measure requires a renewable energy system to be built into Alternative 3 to generate an amount of electricity sufficient to meet all building uses and	**Consistent After Mitigation.** **Mitigation Measure 3.7-1b**, requires an evaluation of

Number	CAP Measure	Alternative 3 Implementation	Consistent?
in the Neo-Industrial and Industrial Employment Districts (Strategy 3.3)	Will the project comply with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B., regarding on-site renewable energy systems?	existing and future demand for all electrical charging for vehicles, trucks, and equipment while factoring in a reasonable rate of efficiency loss over ten years. There are no specific uses proposed. However, Alternative 3 would incorporate solar power for conditioned office space and include solar-ready roof design by accommodating solar panels on 15% of the roof area. While this design feature would allow for the generation of solar energy that future business operations could use, it is unclear if this design is sufficient to meet all of the future power needs, including building energy needs, along with future equipment and truck charging. Based on the land uses assumed in the Alternative 3 analysis modeled electricity consumption is estimated to be 9,360 MWh per year before accounting for charging for electrical vehicles, trucks, and equipment. However, since the specific business activities that would be conducted at the project site under Alternative 3 are not known at this time, it would be speculative to estimate the specific amount of electricity consumed by future uses and the amount of generation at this time.	estimate projected electricity consumption and the design of adequate renewable energy on-site to meet 100% of future power needs, including both building uses as well as charging for electrical equipment, vehicles, and trucks.
6. Transportation Demand Management (Strategy 12.1)	For Multi-Family Residential and Non-Residential: will the project include all of the following strategies? ▶ Provide pedestrian connections between all internal uses and to all existing or planned external streets that abut the project site; close any gaps in existing pedestrian network along internal streets or external streets that abut the site. ▶ Provide end-of-trip bicycle facilities including secure, weather protected storage; bike parking; shower facilities; changing rooms; personal lockers. ▶ Provide traffic calming measures, such as: designated areas where vehicles are prohibited; marked pedestrian crossings; curb extensions, speed tables, raised crosswalks/ intersections, median islands, tight corner radii, roundabouts or mini traffic circles, planter strips with shade trees, chicanes. ▶ Provide designated car-share, carpool, vanpool, and/or park-and-ride parking spaces.	This measure requires Transportation Demand Management strategies from multi-family residential and non-residential projects. Alternative 3 includes various measures that are consistent with this CAP measure. Alternative 2 proposes internal roadway design that would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code, future tenants associated with Alternative 2 may be required to implement transportation demand management (TDM) measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. Alternative 3 would meet the parking requirements of the Rancho Cucamonga Municipal Code (Chapter 17.64, Parking and Loading Standards; 17.64.100 D.1, Trailer Parking Required). In addition, Alternative 3 shall prepare a Parking Management Plan, in accordance with RCMC Section 17.64.070, Parking Management Plan, which requires that all projects proposed in Neo-Industrial and Industrial Employment zones create a Parking Management Plan to minimize traffic, manage on-	**Consistent After Mitigation.** Project features, in addition to **Mitigation Measures 3.13-2a through 3.13-2d** would reduce employee trips and, therefore, VMT per employee. These measures would ensure Transportation Demand Management strategies are implemented in line with this CAP strategy.

Number	CAP Measure	Alternative 3 Implementation	Consistent?
	▶ Do not exceed the minimum code requirement for parking capacity And include at least one of the following strategies? ▶ For Non-Residential projects, provide employees with financial incentives for commuting to work by modes other than driving alone, such as public transit, carpool/vanpool, walk/bike, or teleworking. ▶ Implement a car-sharing program (for residents and/or employees)	site circulation, and effectively allocate parking needs for each industrial site. Additionally, there are Transportation Demand Management mitigation measures in Section 3.13 of the proposed project EIR, "Transportation," that further reduce vehicle trips, including Mitigation Measure 3.13-2a: Implement Commute Trip Reduction Marketing, Mitigation Measure 3.13-2b: Provide Employee Rideshare Program, Mitigation Measure 3.13-2c: Provide End-of-Trip Bicycle Facilities, and Mitigation Measure 3.13-2d: Provide Employer-Sponsored Vanpool.	
7. Bike Lanes (Strategy 11.2)	Will the project implement bike lane improvements on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any bike lane improvements or if required improvements are already in place.	This measure requires projects to implement bike lane improvements consistent with the General Plan or other City plans or requirements. This measure is not applicable if improvements are already in place. See response to Strategy 12.1 above. Future tenants will be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips, consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. In addition, Mitigation Measure 3.13-2c requires project applicants to install and maintain end-of-trip facilities for employee use, including but not limited to bike parking, bike lockers, showers, and personal lockers.	**Consistent After Mitigation.** Project design is consistent with PlanRC Policy MA-2.12 and Sections 17.78.010 and 17.78.020 of the City Development Code. Additionally, **Mitigation Measure 3.13-2c** requires end-of-trip facilities for employee use, including but not limited to bike parking, bike lockers, and showers.
8. Traffic Signal Timing (Strategy 13.1)	Will the project implement traffic signal timing improvements on key commute corridor on the City's roadway network consistent with the General Plan or other City plans or requirements? Check "N/A" if the project is not required to implement any traffic signal timing improvements or if required improvements are already in place.	This measure requires projects to implement signal timing to reduce traffic congestion. This measure would not be applicable to Alternative 2. Project effects on automobile delay are no longer a consideration when identifying a significant impact under CEQA.	**Not applicable**

Scoping Plan Consistency

The 2022 Scoping Plan is the State's roadmap to achieving long-term GHG reduction targets. Similar to the proposed project, Alternative 3 includes numerous features that promote transportation electrification, VMT reduction, and building decarbonization. While Alternative 3 would not include natural gas infrastructure, this alternative would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on a minimum of 15 percent of the roof area), EV chargers at automobile parking stalls, LED lighting, low-flow plumbing fixtures, drought-tolerant landscaping, install solar reflective value of 78 or greater on roofs, ensure electrical room space is oversized to accommodate future expansion of EV charging, seek LEED Silver certification, install features to reduce outdoor water consumption to 25 percent beyond minimum code requirements and reduce interior and exterior lighting to levels at least 30 percent and 20 percent, respectively,

below minimum requirements of the California Building Energy Code. Additionally, Alternative 3 would use refrigerants in cold storage refrigeration and office HVAC.

Summary

Alternative 3 would implement design features that would reduce GHG emissions and would be generally consistent with the City's CAP as well as the 2022 Scoping Plan. However, Alternative 3 would not implement all relevant CAP and Scoping Plan strategies. Therefore, similarly to the proposed project and Alternative 2, Alternative 3 would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with state GHG plans, which is considered a significant impact.

Similar to the proposed project and Alternative 2, Alternative 3 would be required to implement Mitigation Measures 3.2-2b, 3.2-2c, 3.7-1a through 3.7-1c, and 3.13-2a through 3.13-2d to reduce the amount of GHG emissions generated from construction and operation to ensure compliance with the City's CAP and 2022 Scoping Plan. Implementation of these mitigation measures would require zero emissions construction and yard equipment, support EV charging for trucks and vehicles, install renewable energy, require low-GWP refrigerants, and implement TDM measures to reduce employee VMT. Therefore, implementation of these mitigation measures would ensure that development under Alternative 3 would be consistent with the City's CAP and 2022 Scoping Plan and would reduce impacts related to generating GHG missions, either directly or indirectly, that may have a significant impact on the environment or conflict with State GHG reduction goals to **less than significant with mitigation**. This impact is similar to, but less than what was analyzed under the proposed project.

Hazards and Hazardous Materials

Emit or Handle Hazardous Materials within 0.25-Mile of an Existing or Proposed School

The project site is located in a highly developed and urbanized industrial area, located within the Neo-Industrial and Industrial Employment District land use designations. There are no existing or proposed schools within 0.25 miles of the project site, with the nearest school to the project site being Perdew Elementary School, located approximately 1.3 miles northeast of the project site. Therefore, Alternative 3 would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Therefore, there would be **no impact**, which is similar to what was analyzed under the proposed project.

Expose People or Structures, Directly or Indirectly, to Significant Risks due to Wildland Fires

The project site is not located within a fire hazard severity zone. Alternative 3 involves redevelopment of a heavily industrial site for industrial and warehouse distribution land uses, truck parking, and electrical infrastructure. Electrical substations can experience fires as a result of high-voltage equipment and combustible materials, such as oil-filled transformers (Drouin 2021). The proposed redevelopment under Alternative 3 would be required to comply with fire prevention and fire suppression design features in accordance with State and City building codes, applicable RCMC requirements, General Plan policies, and applicable emergency response and fire safety requirements of the Rancho Cucamonga Fire Protection District and CFC. Applicable codes and standards would address potential fire hazards related to the proposed uses. For example, the electrical substation would meet NFPA 850 fire safety recommendation for electric generating plants and high voltage direct current converter stations. Therefore, Alternative 3 would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. There would be **no impact**, which is similar to what was analyzed under the proposed project.

Create a Significant Hazard to the Public or Environment through Routine Transport, Use, or Disposal of Hazardous Materials or Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

As established by the results of the Phase I ESA completed by Kleinfelder in 2024 (Appendix F), certain areas of the project site are contaminated with industrial chemicals, some of which were detected above screening levels for commercial uses and thus require remediation prior to the start of construction of Alternative 3. Remediation activities would involve handling, transporting, and disposing of these contaminated soils. Alternative 3 construction activities would involve construction materials typically associated with the construction of industrial warehouse development, which includes the transport, use, and disposal of hazardous materials.

Applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, include, but are not limited to RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Rancho Cucamonga. Furthermore, USDOT Office of Hazardous Materials Safety and the CHP both prescribe strict regulations for the safe transportation of hazardous materials, as described in CFR Title 49. These standard accident prevention and hazardous materials recovery training and procedures are regulatory compliance actions enforced by the State and followed by private State-licensed, certified, and bonded transportation companies and contractors. Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project. Thus, there would potentially be less exposure to contamination with Alternative 3 as excavation would be shallower.

The electrical substation may use mineral oil as an insulating medium and coolant. The mineral oil would not contain polychlorinated biphenyls, which were banned in the United States in 1979 due to their toxicity. A Spill Prevention, Control, and Countermeasure plan would be developed in accordance with 40 CFR Parts 112.1–112.7 and would identify measures and practices to prevent and contain oil spills.

Adherence to existing regulations and compliance with established safety procedures mandated by applicable federal and State law, City regulations, and manufacturer's instructions would minimize hazardous materials risks resulting from the routine transportation, use, storage, and disposal of hazardous materials during construction and operation of Alternative 3 and would minimize the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, this impact would be **less than significant,** and would be less than what was analyzed under the proposed project due to the smaller project footprint.

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 Environment

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and is listed on multiple databases that track potential and documented contamination, as discussed in the Phase I ESA (Appendix F). In addition, the project site has been identified as contaminated, since soil sampling and soil vapor sampling tests concluded that certain industrial chemical concentrations were reported in exceedance of screening level thresholds. Without proper safety procedures in place to ensure the proper handling and disposal of these contaminated soils, there is a potential to create a hazard to the public or environment during transport and disposal of these contaminated soils during remediation, and there is a potential to create a hazard to the public or environment. Contaminated soils and soil vapor could result in adverse risks to human receptors, including construction workers and outdoor industrial workers (due to impacted soil that could be inhaled by or come into dermal contact with workers) and indoor industrial workers (due to impacted soil vapor that could adversely impact indoor air quality that could be inhaled by indoor workers), which is considered a **potentially significant impact**.

Under Alternative 3, Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation, which would reduce the amount of deep ground disturbance required during excavation compared to the proposed project and thus would potentially lessen exposure to contamination. Nevertheless, Alternative 3 still has the potential to create a hazard to the public or environment from contaminated soils and soil vapor. Similar to the proposed project, Alternative 3 would be required to implement Mitigation Measures 3.8-2a and 3.8-2b, which require the following: (1) design and approval of a VMS for each building to prevent contaminated soil and soil vapor from adversely affecting indoor air quality; (2) testing and, if necessary, cleanup of any contaminants exceeding commercial screening levels located beneath the former ASTs; and (3) completion of ongoing cleanup and remediation of PCB contamination before a grading permit is issued for the proposed project. This mitigation would protect human health and the environment by minimizing the potential risk of exposure to future on-site receptors, as well as minimizing or eliminating potential future groundwater degradation from the leaching of contaminants during construction and operation of Alternative 3. Therefore, with implementation of Mitigation Measures 3.8-2a and 3.8-2b, this impact would be reduced to **less than significant with mitigation**, and would be less than what was analyzed under the proposed project due to the smaller project footprint.

For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within 2 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

The project site is not located within 2 miles of a public airport or public use airport. As identified in the LA/Ontario International ALUCP (City of Ontario 2018), the project site is located within the Airport Influence Area. Alternative 3 development would not adversely affect navigable airspace given the similar height of existing industrial facilities and structures in relation to the flat topography of the project area, as well as the height of existing overhead powerline facilities in the project area. The ALUCP does not prohibit the development of industrial or utility land uses within the project site. Therefore, construction and operation of Alternative 3 would not have the potential to subject people residing or working in the project area to excess levels of aircraft noise and airport-related hazards. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Construction of Alternative 3 would require temporary and/or partial road closures along Etiwanda Avenue, which borders the project site to the east and is designated as an evacuation route in the General Plan (City of Rancho Cucamonga 2017). The General Plan requires that minimum unobstructed widths be maintained along roadways used for evacuation purposes and requires that roadways provide for adequate emergency vehicle response and evacuation. Temporary and/or partial road closures would not impair or interfere with emergency response plans or evacuation plans, and such closures, when needed, would be coordinated with, and approved of by the appropriate city departments and emergency responders. Therefore, Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, this impact would be **less than significant**, which is similar to what was analyzed under the proposed project.

Hydrology and Water Quality

Risk Release of Pollutants Due to Project Inundation in Flood Hazard, Tsunami, Seiche Zone

The project site is not located within any of the following zones: 100-year floodplain, 500-year floodplain, 500-year floodplain protected by levee, area susceptible to seiche, or an area subject to a tsunami. The project site is not within a floodplain safety district and is not downstream of or within a dam inundation zone. Therefore, construction and operation of Alternative 3 would not result in increased risk of pollutant release due to project inundation in a flood hazard, tsunami, or seiche zone. Therefore, there would be **no impact**, and this impact is similar to what was analyzed under the proposed project.

Violate Water Quality Standards or Waste Discharge Requirements or Substantially Degrade Surface or Ground Water Quality

Construction of Alternative 3 would involve ground disturbance across the site, potentially resulting in the generation of water pollutants, and post-construction operations would increase the amount of impervious surface area on the project site compared to existing conditions. Alternative 3 would be subject to the statewide NPDES Construction General Permit requirements, similar to the proposed project, which include implementation of a project-specific SWPPP and BMPs to reduce pollutants in stormwater runoff leaving the construction site. Additionally, the design for Alternative 3 would incorporate post-construction stormwater management BMPs identified in a project-specific WQMP to ensure that stormwater runoff from the project site in managed in accordance with the requirements of the Santa Ana RWQCB and the San Bernardino County MS4 Permit. Therefore, Alternative 3 would not result in stormwater discharges that violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. This impact would be **less than significant**, and less than what was analyzed under the proposed project because of the reduced project footprint.

Substantially Decrease Groundwater Supplies or Interfere with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin

The water service provider, CVWD, would have sufficient groundwater supplies to accommodate the water demand associated with construction and operation of Alternative 3, as the service provider has the capacity to serve the proposed project, which has a greater total building square footage and therefore, would generate a greater water

demand. In addition, the design for Alternative 3 would incorporate post-construction stormwater management BMPs that would allow stormwater runoff to percolate into the groundwater aquifer. Therefore, Alternative 3 would not substantially decrease groundwater supplies or interfere with groundwater recharge such that sustainable groundwater management of the Chino Subbasin would be impeded. This impact would be **less than significant** with implementation of Alternative 3, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Substantially Alter Drainage Patterns of the Project Site in a Manner That Would Result in Substantial Erosion and Siltation, On- or Off-Site Flooding, an Exceedance of the Capacity of Stormwater Drainage Systems, Additional Sources of Polluted Runoff, or That Would Impede or Redirect Flood Flows

Alternative 3 would result in an increase in impervious surfaces at the project site compared to existing conditions. However, Alternative 3 design would incorporate storm drain systems to collect onsite and offsite runoff, as well as LID infiltration, biofiltration, and self-retaining BMPs that would capture, treat, retain, and discharge flows. These BMPs would remove pollutants from stormwater runoff and reduce stormwater discharge volumes to mimic existing flow patterns. Alternative 3 would be subject to the requirements of the statewide NPDES Construction General Permit, San Bernardino County MS4 Permit, and City of Rancho Cucamonga regulations and standard conditions of approval related to site drainage. Therefore, Alternative 3 would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation, on- or off-site flooding, an exceedance of the capacity of stormwater drainage systems, additional sources of polluted runoff, or impede or redirect flood flows. This impact would be **less than significant**, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Conflict with or Obstruct implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

Compliance with the requirements of the statewide NPDES Construction General Permit and San Bernardino County MS4 Permit would ensure that surface and groundwater would not be adversely affected during construction and operation of Alternative 3. The water service provider, CVWD, would have sufficient groundwater supplies to accommodate the water demand associated with construction and operation of Alternative 3, as the service provider has the capacity to serve the proposed project, which has a greater building square footage and therefore, would generate a greater water demand. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be **less than significant**, and less than what was analyzed under the proposed project because of the reduced building size and project footprint.

Land Use and Planning

Physically Divide an Established Community

Alternative 3 would be developed on a demarcated parcel within an urbanized city developed with a clear land use pattern and would not construct physical features that function as barriers to travel between two or more parts of an existing established community. The nearest residential community is approximately 0.4 miles from the project site. Alternative 3 would develop the project site with a new industrial and warehouse facility, truck parking lot, and electrical substation, as well as provide new public streets along the perimeter of the project site that would connect with existing city streets. The new public streets would increase the number of travel connections through the project site and within the Southeast Industrial Area, including connections to Etiwanda Avenue and Napa Street. Construction of utility connections located within Etiwanda Avenue right-of-way could result in temporary closures of existing travel lanes but would not function as a physical barrier between two or more areas of the surrounding community as this roadway would be used normally once construction is complete. Therefore, Alternative 3 would not physically divide an established community. The impact would be **less than significant,** which is similar to what was analyzed under the proposed project.

Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project was determined to not conflict with land use plans, policies, and regulations (i.e., *Connect SoCal 2024*, *PlanRC 2040,* and the Rancho Cucamonga Development Code) that were adopted for the purpose of avoiding or mitigating an environmental effect. Under Alternative 3, Buildings 1 and 2 would be generally similar in nature to the proposed project, while Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Like the proposed project, Alternative 3 would not conflict with land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effects. Specifically, the proposed uses under Alternative 3 would be consistent with the allowable uses for the project site's designated land uses and zoning, with the issuance of a CUP and Master Plan pursuant to RCMC Section 17.30.030, and a zoning map amendment pursuant to RCMC Section 17.38.080, subject to compliance with all applicable provisions of the Rancho Cucamonga Development Code. In addition, Alternative 3 would be consistent with the applicable policies in the General Plan that were adopted to encourage development patterns that are protective of human health and environmental resources. Alternative 3 is also consistent with the regional development pattern and growth forecast in the SCAG Connect SoCal 2024 RTP/SCS as well as regional planning policies that provide guidance for integrating land use and transportation planning while minimizing environmental effects. Therefore, Alternative 3 would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. The impact would be **less than significant,** which is similar to what was analyzed under the proposed project.

Noise and Vibration

Alternative 3 would remove the southwestern parcel from the project boundary and would consist of two warehouse buildings (Buildings 1 and 2) totaling 736,084 sf and 117 loading docks. In addition, a new 373-stall truck parking lot would be provided in the western portion of the project site while a new City-owned 230kV electrical substation would be constructed in the southeastern portion of the project site (Parcel 6).

Short-Term Construction Noise

The construction of this alternative would be anticipated to occur in similar stages as Alternative 2 (i.e., demolition and site clearing, grading and excavation, building construction and infrastructure improvements, and architectural coatings and paving). The noise associated with these activities would be temporary and include noise from activities such as truck hauling of material, pouring of concrete, paving of new streets and parking areas, and the construction of buildings. The use of pile-driving and rock blasting would not occur as part of construction for this alternative. Because construction phases for this alternative would be similar to those of Alternative 2, daytime construction noise levels would not exceed the applicable FTA recommended threshold of 90 dBA L_{eq} for residential uses or the threshold of 100 dBA L_{eq} for industrial/commercial uses or result in a substantial temporary increase in daytime noise levels at nearby receptors. Similar to Alternative 2 and the proposed project, this alternative would require nighttime construction and would generate similar short-term nighttime construction noise levels that could exceed applicable noise standards for industrial uses. Implementation of the noise-reduction features included in Mitigation Measure 3.11-1 would reduce construction noise levels by approximately 10 dBA. Therefore, these impacts would be l**ess than significant with mitigation**. Thus, construction noise impacts under Alternative 3 would be similar to those that would occur with the proposed project.

Traffic Noise

The operation of this alternative would result in new vehicle trips, including trips by employees traveling to and from work and trucks moving goods to and from the project site. However, as a result of the decrease in floor area, this alternative would result in similar average daily trips as Alternative 2. Similar to Alternative 2, increase in traffic noise would likely not exceed the applicable standards on any surrounding roadway segments, and thus, this impact would be similar to Alternative 2 and the proposed project, and would be **less than significant**.

Operational Stationary Noise Levels

This alternative would include the same operational noise sources as Alternative 2 such as building mechanical equipment, loading docks, truck movements, TRUs, corona noise, and the substation. Because this alternative would

include the same operational noise sources as Alternative 2, operational stationary noise impacts would be similar to those of Alternative 2 and the proposed project, and would be **less than significant**.

Construction Vibration Levels

Alternative 3 would utilize similar construction methodologies and activities to Alternative 2 and the proposed project, and thus would generate similar short-term construction vibration levels. Therefore, construction activity associated with the implementation of Alternative 3 would not exceed the applicable FTA vibration damage thresholds (i.e., 0.20 in/sec PPV) or the vibration annoyance thresholds (i.e., 80 VdB and 83 VdB for residential and industrial uses, respectively) at any off-site receptors. Therefore, this impact would be **less than significant,** similar to what was analyzed under the proposed project.

Public Services

Schools, Parks, Libraries and Other Public Facilities

Alternative 3 does not include a residential component and would not accommodate additional population in the City of Rancho Cucamonga. Although Alternative 3 proposes new electrical infrastructure, this alternative would not increase total energy available to the grid and would not expand energy transmission to undeveloped areas. Rather, the electrical substation would manage and distribute electricity more efficiently. Therefore, Alternative 3 would not induce unplanned population growth that would increase demand for public services.

Once operational, the warehouse buildings are estimated to generate approximately 567 employment opportunities, which is 367 fewer employees compared to the proposed project (i.e., 934 employees). These employment opportunities are anticipated to be filled by residents in the region. Construction workers for Alternative 3 would be sourced from the construction labor pool available in the Southern California area and would not require substantial relocations of workers to the City of Rancho Cucamonga. As described in the Initial Study Environmental Checklist prepared for the proposed project (Appendix A), the proposed project would have no impact on schools, parks, or other public services including libraries, community recreation centers, or public health facilities. Therefore, Alternative 3 would also have no impact on schools, parks, or other public services including libraries, community recreation centers, or public health facilities as Alternative 3 has reduced building square footage and fewer employment opportunities compared to the proposed project. There would be **no impact**, which is similar to what was analyzed under the proposed project.

Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Fire Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

Alternative 3 is estimated to generate temporary construction and permanent employment opportunities that would be filled by residents in the region and be consistent with the growth and development assumptions anticipated under the City of Rancho Cucamonga's General Plan. Therefore, Alternative 3 would not result in unplanned population growth in the City that would increase the demand for fire protection services or affect the RCFPD service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new RCFPD facilities that would be developed under implementation of the General Plan, RCFPD would have adequate facilities and staff to provide fire protection services for Alternative 3. Additionally, Alternative 3 would comply with all regulations governing fire prevention and safety in new development, reducing the demand for RCFPD services. Therefore, Alternative 3 would not result in significant environmental impacts associated with the construction or expansion of fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The impact would be **less than significant,** and this impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Police Protection Facilities, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives

Alternative 3 is estimated to generate a limited number of temporary construction and permanent employment opportunities that would be filled by residents in the region and within the growth and development assumptions

anticipated under the City of Rancho Cucamonga's General Plan. Therefore, Alternative 3 would not result in unplanned population growth in the City that would increase the demand for police protection services or affect SBCSD service ratios and response times beyond what is projected under the City of Rancho Cucamonga's General Plan. When accounting for the new SBCSD staff that would be hired under implementation of the General Plan, SBCSD would have adequate facilities and staff to provide police protection services for Alternative 3. Additionally, Alternative 3 would include Crime Prevention Through Environmental Design principles, which would reduce the demand for SBCSD services. Therefore, Alternative 3 would not result in significant environmental impacts associated with the construction or expansion of police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The impact would be **less than significant,** and this impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Transportation

Conflict with Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

Transit

Omnitrans provides bus service throughout the county, including in the City of Rancho Cucamonga. It operates Route 66, which has stops approximately 1 mile north of the project site along Foothill Boulevard. Implementation of Alternative 3 would not damage or alter existing facilities, and there are no proposed transit facilities or services in the vicinity of the project site. Therefore, Alternative 3 would not adversely affect any existing or planned transit facilities or services.

Alternative 3 would result in construction personnel temporarily accessing the project site as well as new employees commuting to and from the project site during operations, which could generate increased demand for transit facilities and services. According to the OPR[3] Technical Advisory, when evaluating impacts on multimodal transportation networks, the addition of new transit users generally should not be treated as an adverse impact (OPR 2018: 19). Therefore, Alternative 3 would not conflict with a program, plan, ordinance, or policy related to transit.

Bicycle and Pedestrian Facilities

Alternative 3 would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site (See Figure 5-2). These new public streets would include sidewalks and be designed in accordance with City design standards.

The proposed internal roadway design would enhance pedestrian access to and through the project site, in accordance with PlanRC Policy MA-2.1 and MA-2.2, which require balancing the needs of all users when implementing new streets to provide safe connections for pedestrians. Additionally, consistent with PlanRC Policy MA-2.12 and RCMC Sections 17.78.010 and 17.78.020, future tenants associated with Alternative 3 may be required to implement TDM measures to encourage the use of alternative modes of transportation and reduce single occupancy vehicle trips. Therefore, Alternative 3 would not conflict with any planned or programmed bicycle or pedestrian facility improvements in the vicinity of the Alternative 3 project site.

Roadway Improvements

As stated above, Alternative 3 would involve the construction of four new public streets to provide access and accommodate internal circulation through the project site. All roadways would be designed in accordance with City design standards as established in the RCMC. Furthermore, the construction of four new public streets would help to achieve the internal connectivity within the Southeast Industrial Area envisioned in PlanRC (City of Rancho Cucamonga 2021: Figure M-8). Therefore, Alternative 3 would not conflict with any planned or programmed roadway improvements in the vicinity of the project site.

[3] While OPR has recently been renamed the Governor's Office of Land Use and Climate Innovation (LCI), for continuity with the referenced Technical Advisory, the term "OPR" will continued to be used in this chapter.

Summary

Alternative 3 would include the implementation of pedestrian facilities and roadway improvements consistent with PlanRC. Additionally, Alternative 3 would not adversely affect any existing or planned bicycle, pedestrian, roadway, or transit services or facilities in the vicinity of the Alternative 3 project site. Therefore, Alternative 3 would not conflict with a program, plan, ordinance or policy addressing the circulation system. Similar to the proposed project, this impact would be **less than significant**.

Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled

Alternative 3 would remove the southwestern parcel from the project boundary as well as provide a new 373-stall truck parking lot in the western portion of the project site while a new City-owned 230kV electrical substation would be constructed in the southeastern portion of the project site. The truck parking lot is assumed to support on-site warehouse/distribution uses; thus, Alternative 3 would not introduce new uses that would generate additional trips. Because the active industrial uses, and therefore the number of employees, would not change, Alternative 3 would likely generate similar VMT as compared to Alternative 2. As with Alternative 2, Alternative 3 VMT would be comparable to the proposed project but would likely result in slightly less VMT. The implementation of Mitigation Measures 3.13-2a, 3.13-2b, 3.13-2c, and 3.13-2d would reduce employee trips and, therefore, VMT per employee. However, project-generated VMT per employee would likely not be reduced below the significance threshold of 22.3 VMT per employee for Alternative 3. Additionally, the project effect on VMT under future year conditions would not be fully mitigated for Alternative 3. Therefore, Alternative 3 would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) regarding VMT and this impact would be **significant and unavoidable**. The cumulative impact would be similar to, but slightly less than, that of the proposed project.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

Construction

The effects of construction of Alternative 3 as they relate to transportation safety hazards would be temporary. Alternative 3 would include the construction of four new roadways (i.e., New Public Streets A, B, C, and D). Napa Street and Etiwanda Avenue would provide connections to new streets and the Alternative 3 project site (See Figure 5-2). Alternative 3 construction could have the potential to increase hazards related to the movement of heavy vehicles and construction materials, which could result in conflicts for vehicles and alternative modes of transportation navigating the project area.

Alternative 3 would be required to meet all City requirements related to construction activities, including provisions set forth in RCMC Chapter 12.03, "Public Improvement Construction". A primary purpose of Chapter 12.03 is "[t]o reduce hazards to the public resulting from inappropriate construction and traffic-control procedures during construction activities affecting streets, highways, sidewalks, drainage facilities and other public places owned and operated by the city." RCMC Chapter 12.03 requires construction on public rights-of-way to comply with the Standard Specifications for Public Works Construction (Green Book), which contains standards for maintenance of access, traffic control, and notification of emergency personnel. Further, construction activities would be conducted in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), which identifies the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, etc., including temporary traffic-control devices in and near construction work areas.

Pursuant to RCMC Chapter 12.03, a construction and/or encroachment permit from the City engineer would be required for any work that would occur within City right-of-way. Additionally, a Temporary Street Closure or Lane Closure Permit may be required depending on the nature of construction if pedestrian or vehicular travel would be restricted in any way. Therefore, with adherence to the City requirements for obtaining an encroachment/construction permit and compliance with provisions of the Green Book and CA MUTCD, Alternative 3 would not substantially increase hazards during construction activities.

Operations

As previously discussed, Alternative 3 would provide new roadway connections to and through the project site by providing four new roadways (See Figure 5-2). Intersections would meet at near right angles, and signalized access to the project site would be provided. Additionally, clear sight distance would be maintained at all intersections in accordance with City standards. All roadway and facility improvements would be subject to and constructed in accordance with applicable City and industry standard roadway design and safety guidelines, including the City of Rancho Cucamonga Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and RCMC Section 17.122.030. Furthermore, Alternative 3 would be subject to City review processes, which would ensure that the proposed project design, including new roadway improvements and tie-ins to the existing transportation network, would comply with all applicable design standards related to transportation safety. Finally, the proposed project is consistent with the existing land use context and vehicle fleet mix is expected to be similar to existing adjacent industrial developments. Alternative 3 project-generated truck transport would travel on designated truck routes, and trucks traveling to and from the project site would adhere to applicable regulations associated with truck travel. Therefore, the proposed project would not substantially increase hazards during operations.

Summary

Alternative 3 is required to follow all City and industrywide safety standards and regulations related to construction activities, including those specified in RCMC Chapter 12.03 related to construction and encroachment. Additionally, Alternative 3 project design would be required to meet local design standards, such as the City of Rancho Cucamonga Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and RCMC Section 17.122.030 and would be subject to review by City staff to ensure that applicable design standards and regulations are met to minimize transportation hazards during construction and operations. Therefore, similar to the proposed project, this impact would be **less than significant.**

Result in Inadequate Emergency Access

Construction

The Rancho Cucamonga Fire Protection District would provide fire protection and emergency response services to the Alternative 3 project site. Alternative 3 would be required to comply with the CFC, adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Chapter 33 of the CFC outlines general fire safety precautions during construction in order to maintain required levels of fire protection and promote prompt responses to fire emergencies. Section 3303.1 of the CFC requires that an owner or authorized agent develop, implement, and maintain an approved written site safety plan that establishes a fire prevention program at the project site applicable during all phases of construction, repair, alteration, or demolition work. Section 3303.1.1 details the required elements that all site safety plans must have, including fire department vehicle access routes, and Section 3311.1 requires that approved vehicle access be provided to all construction or demolition sites. Per Ordinance No. FD 58, the Rancho Cucamonga Fire Protection District has established additional fire and life safety requirements, including Section 503.3.1 which requires that the location or locations of acceptable fire apparatus access to construction site is required to be temporarily installed or displayed in a manner, location, and duration acceptable to the fire code official. Alternative 3 would be required to adhere to these regulations, as well as all other applicable requirements included in the RCMC; thus, Alternative 3 would not result in inadequate emergency access during construction.

Operation

Alternative 3 would provide emergency vehicle access via three vehicle access points to the site along Etiwanda Avenue. City engineering staff would review final project designs to ensure compliance with the Fire Code. Alternative 3 would be designed in accordance with City design standards including the City's Standard Drawings and design guidelines provided in RCMC Chapter 17.120 and RCMC Section 17.122. Additionally, Alternative 3 would be required to comply with the CFC as adopted by reference in Rancho Cucamonga Fire Protection District Ordinance No. FD 58. Appendix D of the Ordinance provides additional requirements for fire apparatus access roads, including minimum dimensions to allow for adequate access and turning radii for emergency vehicles accessing the project site during operations. Further, Alternative 3 would be subject to review by the City and responsible emergency service agencies,

thus ensuring that Alternative 3 would be equipped to provide adequate access for emergency responders. Therefore, implementation of Alternative 3 would not result in inadequate emergency access during operations.

Summary

Alternative 3 would be required to follow all Rancho Cucamonga Fire Protection District, City, and State standards and regulations to ensure that emergency vehicle access is provided during construction and operations. Additionally, Alternative 3 would also be subject to City review to ensure that applicable design standards and regulations are met and adequate emergency access to the proposed project would be provided. Therefore, Alternative 3 would not result in inadequate emergency access. Similar to the proposed project, this impact would be **less than significant**.

Utilities and Service Systems

Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment Facilities or Storm Water Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

Alternative 3 would include new and expanded utilities, such as sewer, domestic water, electrical power, and telecommunications. New and expanded utility infrastructure required to serve Alternative 3 would be installed within the project site and within public rights-of-way that abut the project site. As stated in Section 3.14," Utilities and Service Systems", the analysis in this Draft EIR determined that the project's projected demand for water, wastewater treatment, storm water drainage, electrical power, and telecommunications would not exceed existing and future capacity of the utility providers that will serve the project site such that relocation or construction of new or expanded facilities would be required. Under Alternative 3, Buildings 1 and 2 would be generally similar in nature to the proposed project, while Building 3 would be replaced with a truck parking lot, Building 4 would be eliminated, and Building 5 would be replaced with a City-owned 230 kV electrical substation. Therefore, it is reasonable to assume that Alternative 3 would also not require or result in the need for new or expanded utility facilities as this alternative is a reduced version of the proposed project (i.e., reduced project footprint, total building square footage, and number of employees) and thus, would generate a reduced demand on utility providers. The electrical substation would not increase electrical demand because its purpose is to manage and distribute electricity more efficiently. Therefore, the electrical substation would not result in the development of new or expanded infrastructure, aside from connections to existing electrical infrastructure. As such, Alternative 3 would not require the construction or relocation of facilities that would cause significant environmental effects. The impact would be **less than significant,** and this impact is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

As stated in Section 3.14," Utilities and Service Systems", the proposed project's projected water demand would not exceed available supplies from CVWD during normal, single dry, and multiple dry year scenarios. Assuming an average daily water demand of 2,000 gallons per acre for industrial projects (Dudek 2023), the annual water demand for the proposed project was estimated to be 62.44 acre-feet for the 1,214,131 sf of warehouse buildings and 20.79 acre-feet for the 404,248 sf of landscaping. In comparison, the annual water demand for Alternative 3 is estimated to be 37.83 acre-feet for the 736,084 sf of warehouse buildings and 16.13 acre-feet for the 313,640 sf of landscaping. The water demand for Alternative 3 is approximately 65 percent of the water demand for the proposed project; therefore, it is reasonable to assume that CVWD would also have sufficient available water supplies to serve Alternative 3's water demands and reasonably foreseeable future development during normal year, dry year, and multiple dry year scenarios, which would be a lesser demand than the proposed project. The impact would be **less than significant,** which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Result in a Determination by the Wastewater Treatment Provider which Serves or May Serve the Project Determined that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments

As stated in Section 3.14," Utilities and Service Systems", the proposed project was estimated to produce approximately 59,440 gallons per day of wastewater. The projected flows from the proposed project would not exceed

the regional wastewater treatment plant's wastewater capacity and would leave the treatment plant with more than adequate capacity to treat proposed project wastewater generation. Assuming wastewater flows are 80 percent of the water demand (Lumos & Associates, Inc. 2023), Alternative 3 is expected to produce approximately 38,560 gallons per day of wastewater. The wastewater generation for Alternative 3 is approximately 65 percent of the wastewater generation for the proposed project; therefore, it is reasonable to assume that Alternative 3's projected wastewater generation would not exceed the existing and future capacity of the wastewater treatment providers that would serve the project site. The impact would be **less than significant,** which is similar to, but less than what was analyzed under the proposed project.

Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals

As stated in Section 3.14," Utilities and Service Systems", the estimated 3.9 tons per day of waste generated by construction of the proposed project and 4.2 tons per day generated during operations of the proposed project would not exceed the capacity of the West Valley Materials Recovery Facility (7,500 tons per day), Soil Safe (receive maximum 5,000 tons per day; process 1,680 tons per day of soil through recycling unit), and Mid-Valley Landfall (7,500 tons per day). The construction and operation of Alternative 3 would generate solid waste that would be sent to landfills and other waste processing facilities. With approximately 736,084 sf of building area, Alternative 3 would result in approximately 1,104 tons of waste generated from construction of the proposed warehouse buildings. Assuming construction would take place six days per week over an estimated 426 days, Alternative 3 would generate, on average, approximately 2.6 tons/day of construction waste for the proposed warehouse buildings. During operations, the proposed warehouse buildings under Alternative 3 would accommodate approximately 567 employees daily. Using a solid waste generation rate of 8.93 pounds per employee per day sourced from the City of Los Angeles CEQA Thresholds Guide for an industrial project, Alternative 3 would generate approximately 5,063 pounds per day or 2.5 tons per day (CalRecycle n.d.). Less waste would be generated from Alternative 3 than the proposed project because this alternative has a reduced total building square footage and less site users. The total and daily amount of construction waste, and daily waste generated during operations, would not exceed the capacity of receiving landfills and waste processing facilities. Therefore, Alternative 3 would not generate solid waste in excess of State or local standards, the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The impact would be **less than significant,** which is similar to, but less than what was analyzed under the proposed project because of the reduced building footprint.

Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

Alternative 3 would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the Integrated Waste Management Act, Rancho Cucamonga General Plan Policies PF-6.1 and PF-6.2 related to recycling and organics collection and processing, Rancho Cucamonga Municipal Code Section 8.17, "Refuse, Recyclables, and Organics Collection," and CALGreen Building Code Standards related to recycling and salvaging construction demolition waste. Additionally, Alternative 3 would remediate existing contamination at the project site to the same standards as the proposed project and contaminated soil and materials would be disposed of at designated hazardous materials landfill facilities. Therefore, this impact would be **less than significant,** which is similar to what was analyzed under the proposed project.

5.5 COMPARATIVE ANALYSIS OF ALTERNATIVES

Table 5-28 provides a summary of impacts for Alternatives 1, 2, and 3, and compares the impacts of each alternative to those of the proposed project. The significance determinations identified for the proposed project and the alternatives are classified into four categories (i.e. NI [No Impact], LTS [Less Than Significant], LTSM [Less Than Significant With Mitigation], and SU [Significant and Unavoidable]), along with a comparison of the magnitude of the change in the impact relative to that of the proposed project (i.e., reduced, decreased, increased, similar). For environmental topics that include thresholds with different significance determinations for either the project and/or the alternatives, impacts are categorized based on the most severe impact. A tally of the significant and unavoidable impacts associated with

each of the options is provided on the bottom row of the table. The environmentally superior alternative is identified in Section 5.7.

Table 5-28 Summary of Environmental Effects of the Alternatives Relative to the Proposed Project

Environmental Topic	Proposed Project	Alternative 1: No Project – No Development	Alternative 2: Reduced Project with Battery Energy Storage System Alternative	Alternative 3: Reduced Project with Truck Parking Alternative
Aesthetics	LTS	NI	Similar LTS	Decreased LTS
Air Quality	LTSM	NI	Decreased LTSM	Decreased LTSM
Archaeological, Historical, and Tribal Cultural Resources	LTSM	NI	Increased LTSM	Decreased LTSM
Biological Resources	LTSM	NI	Similar LTSM	Similar LTSM
Energy	LTSM	NI	Decreased LTSM	Decreased LTSM
Geology and Soils	LTSM	NI	Decreased LTSM	Decreased LTSM
Greenhouse Gas Emissions and Climate Change	LTSM	NI	Decreased LTSM	Decreased LTSM
Hazards and Hazardous Materials	LTSM	NI	Decreased LTSM	Decreased LTSM
Hydrology and Water Quality	LTS	NI	Decreased LTS	Decreased LTS
Land Use and Planning	LTS	NI	Similar LTS	Similar LTS
Noise	LTSM	NI	Similar LTSM	Similar LTSM
Public Services	LTS	NI	Decreased LTS	Decreased LTS
Transportation	SU	NI	Decreased SU	Decreased SU
Utilities and Service Systems	LTS	NI	Decreased LTS	Decreased LTS
Significant and Unavoidable Impacts	1	0	1	1

SU = Significant and Unavoidable Impact; LTSM = Less Than Significant Impact with Mitigation; LTS= Less Than Significant Impact; NI = No Impact; Reduced = Impact of the alternative has been reduced to a less severe significance determination from that of the project; Decreased = Alternative impact is same significance determination but magnitude of the change relative to the project has decreased; Similar = Alternative impact and magnitude of change is similar to that of the project; Increased = Alternative impact is same significance determination but magnitude of the change relative to the project has increased

Source: Compiled by Ascent in 2025.

5.6 ABILITY OF ALTERNATIVE TO MEET PROJECT OBJECTIVES

Table 5-29 identifies the project objectives as along with a determination of whether each of the Alternatives would meet the project objectives. Alternative 1 would not meet any of the project objectives. Alternatives 2 and 3 would meet all the objectives but one project objective, which is to maximize the rate of economic activity per acre of land in order to increase the City's tax base as well as to increase overall economic development in the city, due to the reduced size and operational capacity of these alternatives.

Table 5-29 Ability of Alternatives to Meet Project Objectives

Project Objective	Alternative 1: No Project – No Development	Alternative 2: Reduced Project with BESS Alternative	Alternative 3: Reduced Project with Truck Parking Alternative
Develop a vacant, underutilized site that implements the General Plan's vision for a modernized industrial employment district in the Southeast Industrial Area	No	Yes	Yes
Remove hazardous materials from the project site to enable industrial and commercial development compatible with human health standards	No	Yes	Yes
Locate warehouse development near compatible land uses and businesses and avoid conflicts with residential and other sensitive land uses	No	Yes	Yes
Develop in proximity to available infrastructure, such as designated truck routes, the State highway system, and utilities, with connections to the Southern California supply chain and goods movement network	No	Yes	Yes
Provide a complete network of streets and access routes to increase access and improve public safety in the Southeast Industrial Area	No	Yes	Yes
Increase the number and quality of employment opportunities in the City to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs-to-housing balance	No	Yes	Yes
Maximize the rate of economic activity per acre of land to increase the City's tax base and increase overall economic development in the city	No	No	No

5.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the No Project–No Development Alternative (described above in Section 5.4.1) would avoid all adverse impacts resulting from construction and operation of the proposed project analyzed in Chapter 3, it is the environmentally superior alternative. However, the No Project–No Development Alternative would not meet the objectives of the project as presented above in Section 5.6.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated. As summarized in Tables 5-30 and 5-31, above, Alternative 3 – Reduced Project with Truck Parking Alternative would be the environmentally superior action alternative because this alternative reduces the severity of several of the project's environmental impacts while also meeting the majority of the project objectives. As shown in Table 5-28, the environmental impacts from Alternative 3 would be similar to those of the proposed project, but the reduced project footprint and building size would reduce the potential to encounter native soils that could contain cultural and paleontological resources, reduce the potential for erosion and exposure to hazards, reduce VMT, reduce demand for public services and utilities, and reduce the emissions of criteria air pollutants and GHGs generated by the construction and operation of the project. Although the proposed project's significant and unavoidable impact on transportation would be slightly reduced under Alternative 3, the impact would not be completely avoided.

As shown in Table 5-29, Alternative 3 would not achieve one of the project objectives, which is to maximize the rate of economic activity per acre of land in order to increase the City's tax base as well as to increase overall economic development in the city. While Alternative 3 would introduce new modern industrial and warehouse uses on the

project site, because this alternative would be a reduced version of the proposed project, it would not fully utilize the project site to its highest economic potential for the City.

As shown in Table 5-28, Alternative 2 would generally result in impacts similar to those of the proposed project. Although this alternative reduces the severity of several of the project's environmental impacts, it does so to a lesser degree than Alternative 3 because the BESS facility and City-owned electrical substation proposed under Alternative 2 would require more extensive construction and would involve more intensive activities than the truck parking lot proposed under Alternative 3. Therefore, Alternative 2 is not identified as the environmentally superior alternative.

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6 OTHER CEQA SECTIONS

6.1 GROWTH INDUCEMENT

California Environmental Quality Act (CEQA) Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an environmental impact report (EIR). Section 15126.2(d) of the State CEQA Guidelines provides the following guidance for assessing growth-inducing impacts of a project:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can induce growth directly, indirectly, or both. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects. The evaluation of growth-inducing effects is presented to provide additional information on ways in which the proposed project could contribute to significant changes in the environment, beyond the direct consequences of developing the project examined in the preceding sections of this EIR.

6.1.1 Population Growth

The proposed project would not directly generate population growth because it does not include residential uses. However, the proposed project could result in indirect population growth if temporary construction workers and/or new permanent employees associated with the project relocated to the City of Rancho Cucamonga.

The proposed project would generate temporary employment opportunities during construction. However, construction workers would be expected to be drawn from the existing regional work force, where construction workers would return to their place of residence without needing to relocate to the City during construction of the project. Furthermore, since housing would not be needed within the City to support the construction workers required for the project, construction of the project would not be growth-inducing from a temporary employment standpoint.

As discussed in Chapter 2, "Project Description," the proposed project is anticipated to accommodate approximately 934 employees daily.[1] Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the City, this analysis conservatively assumes that all 934 employees would relocate to the City and become new residents. As stated in the City's 2023 General Plan Annual Progress Report, the City's population currently consists of 175,748 residents (City of Rancho Cucamonga 2023). According to the City's General Plan EIR, buildout of the General Plan is projected to accommodate a total population of 233,088 residents, which is an increase of 56,759 residents compared to existing (2020) levels (City of Rancho Cucamonga 2021). As determined by the Southern California Association of Governments (SCAG), the City's population is forecasted to growth to approximately 201,300 residents by 2045 (SCAG 2020). Under SCAG's growth projections, the City's population is expected to grow by 25,552 residents over the next 20 years. Under the City's population projections, growth caused by development of the proposed project would account for 1.6 percent of total growth while under SCAG's projections, the project would account for 3.6 percent of this growth. Therefore, development of the project would not result in unplanned population growth, either directly or indirectly, within the City

In addition, the project site is designated for industrial uses under the City's General Plan and Zoning Code, where the project would be consistent with the requirements of these plans and regulations. Development of the project would constitute urban infill development in an area of the City identified for industrial uses and does not include significant scenic resources, native biological habitats, known cultural resource remains, surface water, or other environmental resources. Therefore, any population growth associated with the project would not result in significant long-term physical environmental effects.

6.1.2 Increased Public Services

As discussed in Section 3.12, "Public Services," implementation of the proposed project would not necessitate the expansion of existing public service facilities to maintain desired levels of service. As discussed above, implementation of the proposed project would not result in unplanned population growth beyond what was projected in the City's General Plan and evaluated within the General Plan EIR. As such, the expansion of the City's public services outlined in the City's General Plan is sufficient to accommodate the proposed project. If the City's public services do need to be expanded in the future, funding mechanisms are in place through existing regulations and standard practices to accommodate such growth.

In addition, the City requires new development projects, including the proposed project, to undergo its planning application process, which requires developers to pay development impact fees for public services. These fees, as well as other funding sources, allow for the expansion of the City's public services, including staff, equipment, and facilities to accommodate future demand and to maintain acceptable service ratios, response times, and other performance objectives as growth and development occurs within the City. Therefore, since population growth associated with development of the project would be aligned with the City's General Plan, implementation of the project would not cause increased demand on the City's public services and would not result in significant long-term physical environmental effects.

6.1.3 Economic Growth

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environments where population or employment growth results in increased demand for service and commodity markets responding to the new population of residents or employees. As discussed throughout this EIR, the proposed project would constitute urban infill redevelopment on a site identified for such use in the City's General Plan and Zoning Ordinance. Therefore, implementation of the project would not indirectly increase population growth within a suburban or rural environment due to increased economic growth.

[1] Average employees per square foot is 1:1,030 sq ft of building space.

However, implementation of the proposed project would likely generate economic growth within the City as an 1,214,131 square-foot (sq ft) industrial facility, which is assumed to be a mix of high-cube fulfillment center (non-sorting; 727,103 sq ft), general warehouse (311,615 sq ft), high-cube cold storage warehouse (115,413 sq ft), and office (60,000 sq ft). The project would generate employment during the construction and operational phases of the project. Construction of the proposed project would draw temporary construction workers from the existing regional workforce, where construction employment would terminate once the project has been fully constructed. Therefore, while construction of the proposed project would generate jobs and economic growth, this growth would be temporary in nature and would cease once construction is completed.

As discussed in Chapter 2, "Project Description," the proposed project is anticipated to accommodate approximately 934 employees daily based on the conservative assumption of 1 employee per 1,300 sf of building space. According to the City's General Plan, approximately 21,657 new jobs are anticipated to be created within the City through the 20-year planning horizon, or roughly through 2040 (City of Rancho Cucamonga 2021). Of the 21,657 jobs, approximately 5,122 jobs would be created in the industrial/flex sector, 9,733 jobs would be created in the office sector, and 6,800 jobs would be created in the retail/commercial sector (City of Rancho Cucamonga 2021: Table 1-1). As detailed in Appendix 5.14-1, "Growth Assumptions Memorandum," of the General Plan EIR, the majority of the 5,122 industrial/flex jobs were primarily identified for the Remainder of the City, which includes the Southeast Industrial Area where the project site is located.

When considering the total number of employees estimated for the proposed project, it would account for 4.3 percent of the City's total projected employment growth and for approximately 18 percent of the projected industrial jobs in the Remainder of the City over the next 20 years. While the proposed project does constitute a large portion of the anticipated industrial employment growth for the Remainder of the City, the General Plan identified the Southeast Industrial Area for intensified industrial development. It is important to note that growth assumptions are the City's best estimate at a specific time and the growth projections assumptions were based on data collected in 2021 during the COVID-19 pandemic, which are not considered to be business-as-usual years. As shown by the cumulative industrial projects approved in the city, the amount of industrial employment growth is outpacing that projected by the General Plan but is providing jobs aligned with the total employment growth projected for the city through 2040. The City has recognized this increased growth in the industrial sector and further supported this growth by adopting an ordinance to create the Large Warehouse Overlay Zone (Section 17.38.080 of the RCMC) on November 2, 2022. The purpose of the Large Warehouse Overlay Zone (LW) is to ensure that large industrial buildings of 450,000 square feet or more are located in areas of the city with adequate public services and infrastructure and are sited away from sensitive receptors who may be impacted by air pollutant emissions, noise, and other impacts generated by the predominant uses in such buildings. As a Zoning Map Amendment pursuant to Section 17.38.080 (Large Warehouse Overlay Zone) of the RCMC is applicable to the proposed project, the City's Planning Department has reviewed and concurred that an intensification of industrial uses is appropriate for the project site and can be supported by existing public services and utilities.

As such, the proposed project would be aligned with the total employment growth projected by the General Plan and would be consistent with the industrial/flex employment growth for the Remainder of the City. However, when considering other industrial projects that have been approved in the industrial/flex sector since adoption of the City's General Plan, the addition of the proposed project's employment growth may exceed the projections for the Remainder of the City. While the proposed project could cause industrial/flex employment to exceed projections for the Remainder of the City, this exceedance would not result in new or additional environmental impacts than those disclosed in the General Plan EIR as the General Plan had accounted for 21,657 new jobs in the city through 2040 and individual development projects would be required under City regulations and CEQA to contribute their fair share of development impact fees to ensure infrastructure and public services are developed in time with this planned employment growth.

In addition, while the project would create economic opportunities by introducing new job opportunities to the project site, it is anticipated that the employment base for the operational phase of the project would come from the existing population within the City and surrounding areas. As such, because it is anticipated that most of the future employees of the proposed project would already be living in the city or nearby areas, introduction of new employment opportunities

by the proposed project on the project site would not induce substantial unplanned growth in the area. For this reason, direct economic growth associated with implementation of the proposed project would be aligned with the City's General Plan and would not result in significant long-term physical environmental effects.

Operation of the proposed project would support the purchase of goods and services within the City and throughout the region. Any secondary increase in employment associated with meeting these goods and services needs would be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment. The proposed project would not be expected to induce substantial economic expansion to the extent that direct physical environmental effects would result. Moreover, the environmental effects associated with any future development in or around the City associated with future economic growth would be addressed as part of the CEQA environmental review for such development projects. Therefore, while the Project would create economic opportunities by introducing new job opportunities to the project site, this change would not induce substantial unplanned growth in the region. Therefore, indirect economic growth associated with implementation of the proposed project would not result in significant long-term physical environmental effects.

6.1.4 Removal of Obstacles to Growth

The proposed project is in a fully urbanized area identified for industrial development that is well served by existing infrastructure. As discussed in Section 4.14, "Utilities and Service Systems," existing utility infrastructure with the City would be adequate to serve the project. Minor improvements to water, sewer, and drainage connection infrastructure would be needed, but would be sized to specifically serve the proposed project. While no new roads would be required to serve the project site, development of the proposed project would include the construction of new public streets to increase the number of travel connections through the project site and vicinity. Since the project constitutes infill redevelopment within an urbanized area and does not require the extension of new infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

6.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. As documented throughout Chapter 3 (project level impacts) and Chapter 4, "Cumulative Impacts," of this Draft EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the proposed project would be reduced to a less-than-significant level. The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level.

- Air Quality
  - Generate construction and operational emissions in exceedance of SCAQMD's mass emission thresholds related VOC – project-level and cumulative
- Transportation
  - Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled – project-level and cumulative

6.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines require a discussion of any significant irreversible environmental changes that would be caused by the project. Specifically, the State CEQA Guidelines section 15126.2(c) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generation to similar uses. Also, irreversible damage can result

from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the proposed project would constitute urban infill redevelopment on a site currently used for industrial purposes and is identified for such use in the City's General Plan and Zoning Ordinance. The project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project. However, the consumption of these resources would occur with any development in the region and are not unique to the proposed project.

The proposed project would also irreversibly increase local demand for non-renewable energy resources such as petroleum products. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of the project. As discussed in Chapter 2, "Project Description," the proposed project would incorporate solar power for conditioned office space, a solar-ready roof design (i.e., the roof design would accommodate solar panels on 15 percent of the roof area), electric vehicle (EV) chargers at automobile parking stalls, light-emitting diode (LED) lighting, low-flow plumbing fixtures, and drought-tolerant landscaping. The roofs of each proposed building would have a solar reflective value of 78 or greater. Each of the proposed buildings would include electrical room space oversized by 25 percent (relative to the size needed to accommodate the project as proposed) to accommodate future expansion of electric vehicle charging capability on the project site. In addition, the project applicant intends to seek Leadership in Energy and Environmental Design (LEED) Silver certification for the proposed project. Project features that meet LEED Silver certification requirements include reduced outdoor water consumption to levels at least 25 percent beyond minimum code requirements; and reduced installed interior and exterior lighting to levels at least 30 percent and 20 percent, respectively, below minimum requirements of the California Building Energy Code (2022).

The proposed project would also comply with RCMC Chapter 17.50, Implementation of Green Building Code. As such, the new buildings would comply with all mandatory provisions of the City of Rancho Cucamonga, Green Building Compliance Matrix (Nonresidential), as mandated by the Planning Director and as required by the California CALGreen Building Code. The proposed project would use refrigerants with a lower global warming potential (GWP) relative to R-410a, which has a GWP of 2,087.5, including R-454b or R-32, which have GWP of 465.39 and 675, respectively. Consequently, the project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and slow renewable resources during operation would be less than significant. Again, consumption of these resources would occur with any development in the region and is not unique to the proposed project.

Additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and GHG emissions. As discussed in Section 3.2, "Air Quality," and Section, 3.13, "Transportation," long-term operational air quality and transportation impacts would be significant and unavoidable even with implementation of mitigation measures. However, as discussed in Section 3.7, "GHG Emissions and Climate Change," implementation of mitigation measures would reduce impacts associated with GHG emissions to a less than significant level.

The project would also require a commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in Section 3.12, "Public Services," and Section 3.14, "Utilities and Service Systems," impacts to the City's public services and utility service systems would not be significant.

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