California Environmental Quality Act

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

GENERAL PLAN AMENDMENT NO. 20-015
ZONE CHANGE NO. 20-015
TENTATIVE TRACT MAP NO. 20358 (TTM 20-006)
DESIGN REVIEW NO. 20-028
CONDITIONAL USE PERMIT NO. 22-013
MASTER CASE NO. 20-073

OCTOBER 2023

Lead Agency:

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SECTION A. INTRODUCTION AND PURPOSE OF THE IS/MND

I. Format and Content of the IS/MND

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of the California Environmental Quality Act (CEQA). This report is organized as follows:

- Section A, *Introduction and Purpose of the IS/MND*, identifies the purpose and scope of the IS/MND.
- Section B, *Project Description*, describes the location, general environmental setting, project background, project components, and the characteristics of the proposed project's construction and operational phases.
- Section C, *Environmental Checklist Form*, provides a checklist of environmental factors that would be potentially affected by this project and whether the IS has identified a potentially significant impact.
- Section D, *Evaluation of Environmental Impacts*, presents the environmental setting and impact analysis for each resource topic.
- Section E, *References*, identifies all printed references and individuals cited in this IS/MND.
- Section F, *List of Preparers*, identifies all individuals involved in preparing this IS/MND.

II. Purpose of the IS/MND

The purpose of the Initial Study is to: (1) identify environmental impacts; (2) provide the lead agency with information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or a negative declaration; (3) enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is required to be prepared; (4) facilitate environmental assessment early in the design of the project; (5) document the factual basis of the finding in a negative declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for the project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

CEQA Objectives

CEQA seeks to accomplish the following five major objectives using the procedures indicated below:

- Disclose Environmental Impacts: The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of the following types of CEQA documents:
    - Initial Studies
    - Environmental Impact Reports
- Prevent or Reduce Environmental Damage: If potential adverse environmental impacts are identified, the CEQA process next attempts to identify ways to prevent or reduce these impacts by requiring consideration of feasible project alternatives or the adoption of mitigation measures for project impacts that cannot be avoided along with appropriate mitigation monitoring.
- Disclose Agency Decisions: The CEQA process provides for the full disclosure to the public of the reasons for agency (lead, responsible, trustee) approval of projects with significant environmental impacts using the following methods:
    - Findings
    - Statement of Overriding Considerations (if required)
- Promote Interagency Coordination: Lead, responsible, and trustee agencies assist each other in more thoroughly understanding the potential environmental impacts associated with a proposed project by incorporating one or more of the following into their CEQA processes:
    - Early consultation
    - Scoping meetings
    - Notice of Preparation (NOP) (if required)
    - State Clearinghouse review (if required)
- Encourage Public Participation: The CEQA process encourages and provides opportunities for public participation in the overall project planning process in one or more of the following CEQA processes:
    - Scoping meetings
    - Receipt of public notice
    - Response to comments
    - Legal enforcement procedures
    - Citizen access to the courts

CEQA Requirements for MNDs

Section 15063(d) of the CEQA Guidelines (Sections 15000–15387 of the California Code of Regulations [CCR]) identifies the following specific disclosure requirements for inclusion in an Initial Study:

- A description of the project including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate significant effects identified, if any;
- An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
- The name of the person or persons who prepared or participated in the Initial Study.

III. Planning Context

Governing Body

The City of Fontana (City) is the lead agency under CEQA for the proposed project. The City has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures identified in this Initial Study, will have a significant effect on the environment. This IS/MND reflects the lead agency's independent judgement and analysis.

General Plan

The City of Fontana *General Plan Update 2015-2035* (General Plan) is the current general plan in place, adopted on November 13, 2018. The General Plan aligns with state planning priorities as stated in California Government Code section 65041 and with the General Plan Guidelines (GPG), though sometimes in slightly different language than used in the GPG. The General Plan covers a broad range of topics in 16 chapters. These chapters or "elements" include a summary of existing conditions and current trends, the planning process, and goals, policies, and actions for many different topic areas that will affect the physical and economic development of the city over the next 20 years. Because the Housing Element is required by state law to be updated more frequently than the General Plan, it is published as a separate document (most recently adopted on February 8, 2022).

General Plan Land Use Designations

The project site has a General Plan land use designation of Single Family Residential (R-SF) which permits single-family, detached dwellings at densities of 2.1–5 dwelling units per acre (du/ac). The project site is bounded on all sides by the R-SF designation.

Zoning

The project site is zoned Single Family Residential (R-1). This zoning district permits single-family dwellings at a density of 2.1–5 du/ac and is consistent with the underlying General Plan land use designation of R-SF. The project site is bounded by the R-1 zoning district on all sides.

IV. Initial Study Findings

Section C of this document contains the Environmental Checklist/Initial Study that was prepared for the proposed project pursuant to CEQA requirements. The Environmental Checklist/Initial Study determined that implementation of the proposed project would result in no impacts or less than significant environmental effects under the issue areas of Aesthetics, Agriculture, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.

The Environmental Checklist/Initial Study determined that the proposed project would result in less than significant effects with mitigation incorporated to the following issue areas: Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources.

The Environmental Checklist/Initial Study determined that there is no substantial evidence, in light of the whole record before the lead agency (City of Fontana), that the project may have a significant effect on the environment.

V. Public Review and Processing of the IS/MND

The environmental documentation and supporting analysis are subject to a public review period. During this review, comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the IS/MND documentation for consideration by the City.

SECTION B. PROJECT DESCRIPTION

I. Project Summary

The project consists of land use and zoning changes, a tentative tract map, and design review for the construction of 53 single-family dwellings on 9.2 acres.

The proposed project requires a number of entitlements from the City of Fontana, including:

- General Plan Amendment No. 20-015 – request to change the land use from R-SF to R-M
- Zone Change No. 20-015 – request to change the zone from R-1 to R-2
- Tentative Tract Map No. 20358 (TTM20-006) – request to subdivide 9.2 gross acres into 53 single-family residential lots with private internal streets, streetlighting, sewer, water, and perimeter block wall
- Design Review No. 20-028 – request to approve the architectural design and layout of the proposed housing product.
- Conditional Use Permit No. 22-103

The project is described in detail in Section B.IV., *Proposed Improvements.*

II. Project Location

The City of Fontana (City) is located in the southwestern portion of San Bernardino County. The City is bounded by the San Bernardino National Forest to the north, the City of Rialto to the east, the Jurupa Hills to the south, and unincorporated San Bernardino County and the Cities of Rancho Cucamonga and Ontario to the west. The City's sphere of influence extends north to the San Bernardino National Forest and west to the Cities of Rancho Cucamonga and Ontario. Refer to ***Figure 1: Regional Location***.

The project site is approximately 9.2 acres located on the west side of Catawba Avenue at the terminus of Hibiscus Street, and on the east side of Poplar Street. The project proposes to develop 53 single-family residential units with associated road, utility, park, and water quality management improvements. Refer to ***Figure 2: Project Location***.

III. Existing Site Conditions

On-site Conditions

The site condition of parcels making up the project site is provided by APN below.

Land Use Change and Development Parcels

APNs 0233-122-28 and 0233-122-29: These parcels are occupied by a single-story residence, a detached garage, three sheds, and four abandoned greenhouses.

APNs 0233-122-60 and 0233-122-63: These parcels are undeveloped land.

Refer to ***Figure 3: Site Photos.***

Surrounding Land Uses

The project site is surrounded by predominately residential land uses. Specifically, surrounding land uses in the project area are as follows:

North: The site is bordered to the north by Orchid Avenue and single-family residences.

East: The site is bordered to the east by Catawba Avenue and single-family residences.

South: The site is bordered to the south by Athol Street and single-family residences.

West: The site is bordered to the west by Poplar Avenue and single-family residences.

IV. Proposed Improvements

Land Use and Zone Change

The project proposes to change the General Plan land use of the 9.2-acre project site from R-SF which permits 2.1–5 du/ac to R-M which would permit 5.1–12 du/ac.

The project also proposes to change the zoning district from R-1 which permits 2.1–5 single family du/ac to R-2 which would allow up to 7.6 du/ac for single-family detached dwellings.

Demolition

Prior to grading, the project will involve the demolition and removal of the abandoned green houses and removal of the existing single-story residence with storage sheds situated at the southeast potion of the project.

Residential Development

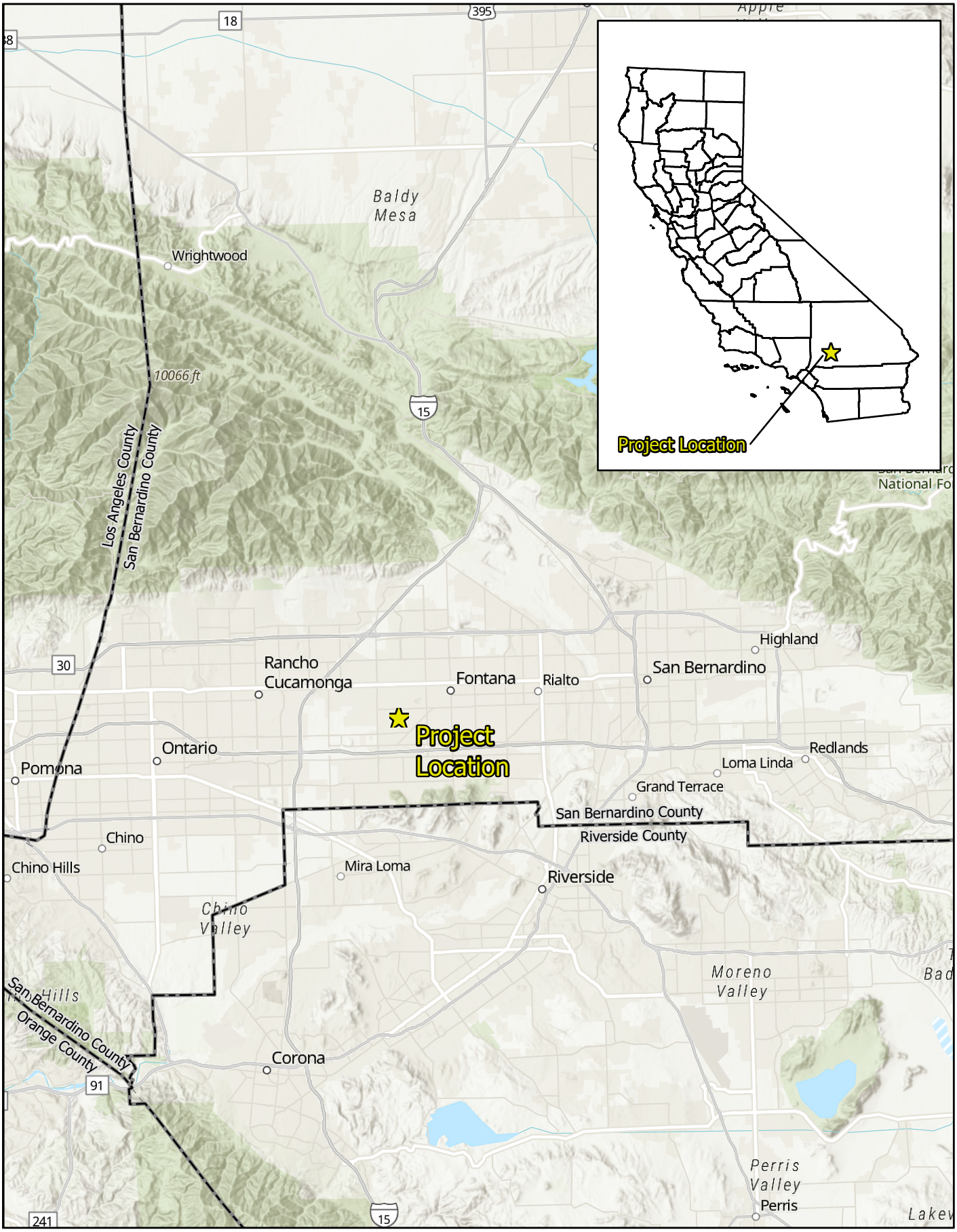
The project proposes to develop 9.2 acres with 53 single-family dwellings on 53 residential lots, water quality management improvements, common landscaping, and a 0.4-acre park in the central portion of the development. The residential development would be supported by internal private streets, sewer and water access, a six (6) foot perimeter block wall, six (6) foot white vinyl fencing and gates for interior lots, and the installation of right-of-way improvements including curb, gutter, sidewalks, and streetlights. Refer to ***Figure 4: Conceptual Site Plan***.

Site Access

Access to the residential development would be from Orchid Avenue and a private street network would traverse the site.

V. Project Construction and Phasing

Proposed land use changes would take effect upon approval of the City Council. The project would be constructed over approximately 10 months beginning in fall 2023 and concluding in fall 2024.



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Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ESRI

Regional Location

Figure 1

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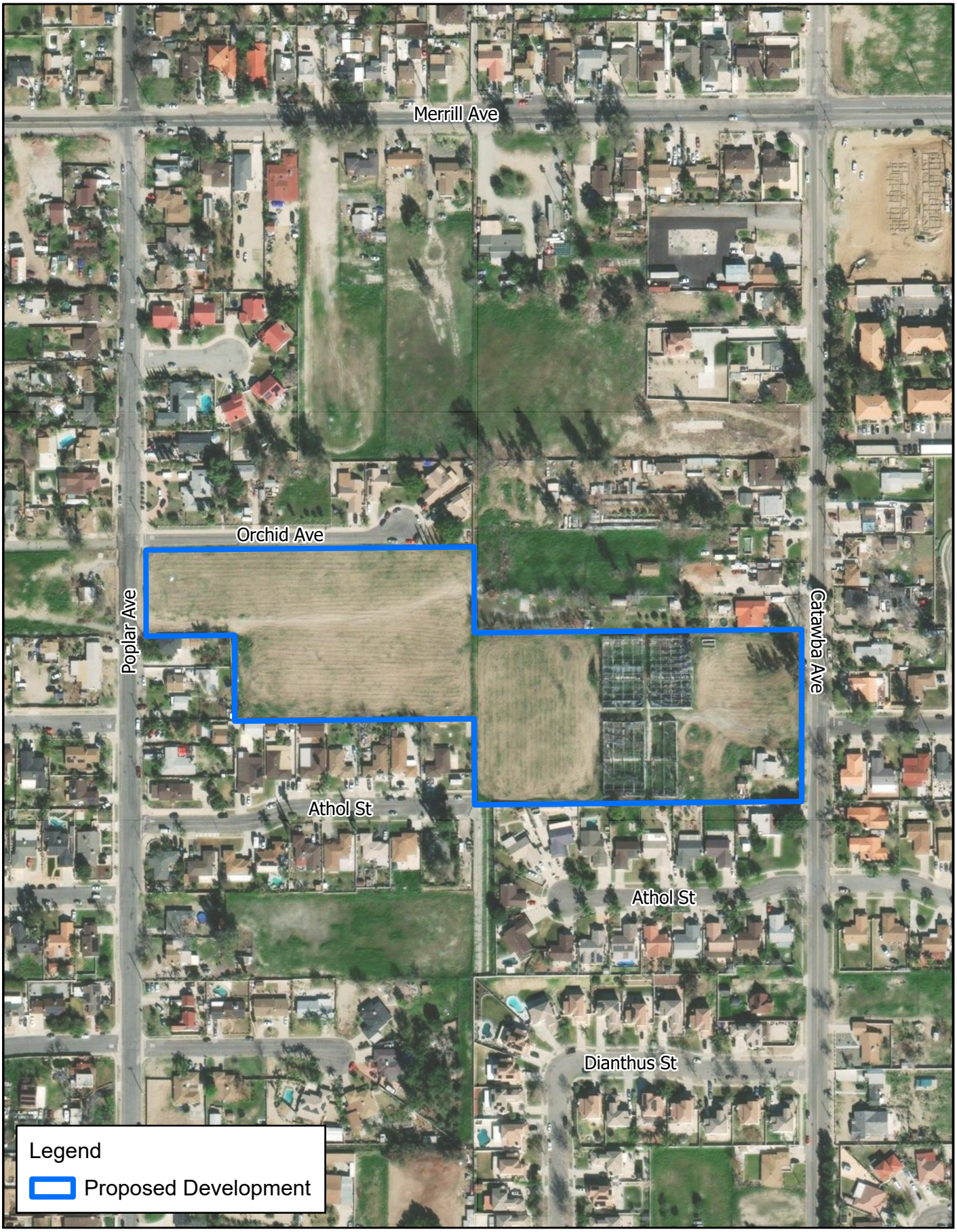

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0 125 250 Feet

Source: ESRI, San Bernardino County

Project Location

Figure 2

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Southeastern view of the project site from Orchid Avenue.

Northwestern view of Poplar Avenue and single-family residential uses to the west of Poplar Avenue. Distant views of the San Gabriel Mountains are also present.

Northeastern view of the project site, Orchid Avenue, and single-family residential uses to the north of Orchid Avenue.

Eastern view of the existing abandoned greenhouses on the project site.

Northwestern view of existing single-family residential uses to the south of the project site along Athol Street.

Northern view of outdoor storage uses to the north of the project site along Orchid Avenue.

Michael Baker INTERNATIONAL

Source: Michael Baker International

Existing Conditions Photographs

Figure 3

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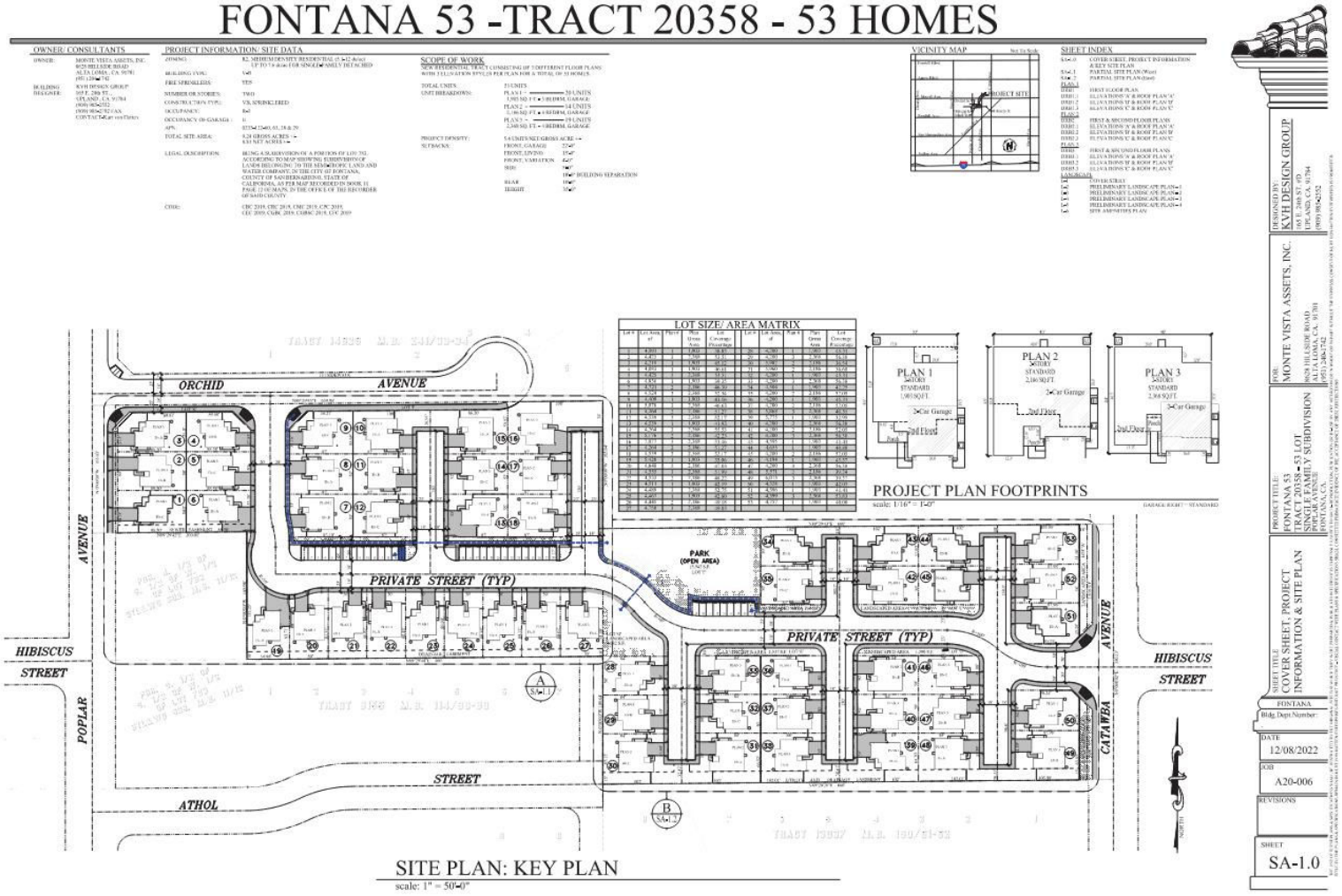

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NOT TO SCALE

Source: KVH Design Group

Conceptual Site Plan

Figure 4

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SECTION C. ENVIRONMENTAL CHECKLIST FORM

1.	Project Title:	Master Case No. 20-073
2.	Lead Agency Name and Address:	City of Fontana Planning Division 8353 Sierra Avenue Fontana, CA 92335
3.	Contact Person and Phone Number:	Jon Dille Associate Planner (909) 350-6681
4.	Project Location:	The project site is approximately 9.2 acres located on the west side of Catawba Avenue at the terminus of Hibiscus Street, and on the east side of Poplar Street.
5.	Project Sponsor's Name and Address:	Mr. Steven Landis MV AMCV, LLC 8628 Hillside Road, Alta Loma, California 91701 steve@landexcorp.com
6.	General Plan Designation:	Current: Single Family Residential (R-SF) Proposed: Medium Density Residential (R-M)
7.	Zoning:	Current: Single Family Residential (R-1) Proposed: Medium-Density Residential (R-2)

8. Description of Project:

The Project Applicant proposes to develop 53 single-family residential units with associated road and utility improvements. This project involves the following entitlement applications with the City: General Plan Amendment No. 20-015, Zone Change No. 20-015, Tentative Tract Map No. 20358 (TTM20-006), Conditional Use Permit No. 22-103 and Design Review No. 20-028.

9. Surrounding Land Uses and Setting:

North: The site is bordered to the north by Orchid Avenue and single-family residences.

East: The site is bordered to the east by Catawba Avenue and single-family residences.

South: The site is bordered to the south by Athol Street and single-family residences.

West: The site is bordered to the west by Poplar Avenue and single-family residences.

10. Public Approvals Required:

Fontana Planning Commission review with recommendation to City Council.

Fontana City Council: General Plan Amendment approval, Zone Change approval, Tentative Parcel Map approval, two Tentative Tract Map approvals, Conditional Use Permit approval, and Design Review approval.

Fontana Building & Safety Department: Site Plan review and approval, grading permits, building permits.

Fontana Engineering Department: Construction permits, sewer connection approval, storm drain connection approval, and Water Quality Management Plan (WQMP) approval.

Fire Protection District: Building Plan check and approval; review for compliance with 2019 California Fire Code, 2019 California Building Code, California Health & Safety Code, and Fontana Municipal Code; and plans for fire detection and alarm systems, and automatic sprinklers.

Fontana Water Company: Letter of authorization/consent for proposed improvements to provide water supply connection to new development.

Southern California Edison: Letter of authorization/consent for proposed improvements to provide electrical supply connection to new development.

11. Have California Native American tribes traditionally and culturally affiliated with the project requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?[1]

[1] NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See

Yes. The City of Fontana notified tribes and conducted consultation with tribes that elected to participate. A summary of the consultation and the resulting determination of potential impacts to tribal cultural resources and applicable mitigation measures are included in Section D, XVIII. Tribal Cultural Resources.

I. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation/Traffic	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- **No Impact**. The project would not have any measurable environmental impact on the environment.
- **Less Than Significant Impact**. The project would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated**. The project would have the potential to generate impacts which may be considered a significant effect on the environment, although measures or changes to the development's physical or

Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact**. The project would have impacts which are considered significant, and additional analysis is required to identify measures that could reduce these impacts to less than significant levels.

II. Environmental Determination

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Salvador Quintanilla — 10/26/2023

Signature — Date

Salvador Quintanilla, Senior Planner
(Clerk Stamp Here)

SECTION D. EVALUATION OF ENVIRONMENTAL IMPACTS

I. Aesthetics

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS: *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Although the General Plan does not identify specific scenic view corridors within the City, the project site is located in an urbanized area approximately 5.5 miles south of the San Gabriel Mountains. Under clear atmospheric conditions, motorists and pedestrians traveling north along Poplar Avenue and Catawba Avenue have partial views of the San Gabriel Mountains, as the viewshed is obstructed by off-site trees, overhead powerlines, and buildings; refer to ***Figure 3: Site Photos***.

A scenic vista is defined as a publicly accessible, prominent vantage point that provides expansive views of highly valued landscapes or prominent visual elements composed of man-made or natural features. Poplar Avenue and Catawba Avenue, with their partial views of the San Gabriel Mountains, could be considered a public vantage point that provides a view of a highly valued

landscape. However, the views of the San Gabriel Mountains are distant, extensively obstructed, and not expansive. The proposed project would have a maximum building height of 25 feet, or two stories, consistent with surrounding development. As such, it is not expected that the new buildings would block views of or from the identified scenic resources. Impacts to scenic resources would be less than significant.

b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the nearest designated state scenic highway is a 15.7-mile portion of State Route 38 from South Fork Campground to State Lane.[2] This portion of scenic highway is approximately 37 miles northeast of the project site. Based on this distance, the intervening natural topography, and constructed structures, the development site is not located within the viewshed of this officially designated state scenic highway. Additionally, there are no officially designated or eligible scenic highways within or adjacent to the City. Therefore, there would be no impact.

c) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is surrounded by urbanized uses; refer to ***Figure 3: Site Photos***. Thus, for the purposes of this threshold, the analysis considers whether the project would conflict with applicable zoning or other regulations governing scenic quality.

General Plan

The General Plan includes goals and policies that aid in governing scenic quality. ***Table 1: Project Consistency with General Plan Policies Governing Scenic Quality***, provides a consistency analysis of the proposed project and these relevant policies.

[2] California Department of Transportation, List of Eligible and Officially Designated State Scenic Highways, July 2019.

Table 1: Project Consistency with General Plan Policies Governing Scenic Quality

General Plan Policy	Project Consistency
Conservation, Open Space, Parks and Trails Element	
Goal 3 *Fontana has a healthy, drought-resistant urban forest.* Policy *Support tree conservation and planting that enhances shade and drought resistance.* Policy *Expand Fontana's tree canopy.*	Consistent. As discussed in the project's Habitat Assessment (Appendix B), native vegetation communities do not occur within the project site; rather, the project site consists of disturbed and developed land dominated by non-native and ornamental plant species. The project would remove limited ornamental trees, including sparse individuals of China berry tree (*Melia azedarach*) in the central portion of the project site, and well as limited individuals of Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), and silver dollar gum (*Eucalyptus polyanthemos*) within the eastern and southern portion of the project site. The project's landscape plan would offset this by installing landscaping along the site perimeter and interior. The project would be consistent with Conservation, Open Space, Parks and Trails Element Goal 3 and its policies in this regard.
Land Use, Zoning, and Urban Design Element	
Goal 7 *Public and private development meets high design standards.* Policy *Support high-quality development in design standards and in land use decisions.*	Consistent. The proposed project would develop the site into a 53-unit residential community. The proposed community would be designed with various architectural building elements following the Tuscan, Spanish, and Craftsman architectural styles and earth-tone color schemes. Depending on the architectural style, units would be designed with architectural building elements such as textured stucco siding, stone veneer, textured shake siding, window trims and shutters, stucco corbels, decorative gable vents, and illuminated address signs. Landscaping is also proposed along the site perimeter and interior. Further, the project would be subject to special site plan and design review as required by the City's Design Review process. This regulatory procedure would enforce the City's regulations governing scenic quality for the project site and surrounding area. Thus, the project would support the City's policy to support high-quality development in design standards and in land use decisions.
Community and Neighborhoods Element	
Goal 6: *The safe, attractive, and lively central part of the city has new infill development and infrastructure and public realm improvements.* • *Support revitalization of the central area of the city with an integrated approach including mixed-use development, infill housing, infrastructure improvements, interconnections, and*	Consistent. According to the Phase I Environmental Site Assessment, the project site contains one occupied residence, garage, and sheds (9092 Catawba Avenue), and four dilapidated greenhouses that contain numerous abandoned flower containers and shredded green cloth shade materials, water piping, and ventilation equipment.

General Plan Policy	Project Consistency
placemaking programs.	The balance of the site is vacant. The existing conditions of the project site create a blighted façade along Poplar Avenue and Catawba Avenue. The proposed project would develop the site into a 53-unit residential community. As discussed above, the proposed community would be designed with various architectural building elements following the Tuscan, Spanish, and Craftsman architectural styles and earth-tone color schemes. Landscaping is also proposed along the site perimeter and interior. Thus, the project would support the City's policy to revitalize the City with infill housing.

Source: City of Fontana, *General Plan Update 2015-2035*, 2018.

Zoning

The project proposes to change the zoning district from R-1, which permits 2.1 to 5 single family du/ac, to R-2, which would allow up to 7.6 du/ac for single-family detached dwellings and 7.7 to 12 du/ac, for single-family attached or multi-family dwellings. Municipal Code Division 7, Design Guidelines, includes design guidelines that aid in governing scenic quality. ***Table 2: Project Consistency with Municipal Code Sections Governing Scenic Quality***, provides a consistency analysis of the proposed project and these relevant development standards associated with the site's proposed R-2 zoning. Refer to Section D.XI, *Land Use and Planning*, of this IS/MND for a discussion concerning the project's consistency with other applicable zoning requirements.

Table 2: Project Consistency with Municipal Code Sections Governing Scenic Quality

Relevant Section	Project Consistency
Sec. 30-426. – Land use compatibility. The site and design of a project shall recognize that conflicts between abutting or nearby land uses can arise due to such factors as the operating characteristics of an existing use, hazards posed by a use, or the physical orientation of a building. On a citywide scale, the general plan land use map establishes a pattern of land use designed to minimize land uses conflicts. At the project level, the features described in this section should be incorporated into a project as appropriate to ensure the compatibility of different land uses. (1) Open space buffer. Landscaped parkways, parks, and similar open space areas will be used as appropriate to separate residential uses from potentially incompatible uses. The width and treatment of the open space buffer will vary depending upon the types of potential conflicts to be resolved. To soften visual	Consistent. The analysis below corresponds to each subsection of Municipal Code Sec. 30-426. (1) The project is surrounded by compatible, residential development and thus does not require landscaped parkways, parks, and similar open space areas. To soften visual impacts, perimeter landscaping would be installed. (2) The project site has previously been graded and is level with surrounding development. Based on the project's consistency with surrounding development, graded earth berms would not be required to create visual screens. (3) Sec. 30-426 (3) does not aid in governing scenic quality and is inapplicable in this regard. (4) As shown in Figure 4, *Conceptual Site Plan*, landscaping is proposed along the site perimeter and interior. As discussed in Aesthetics (d)

Relevant Section	Project Consistency
impacts, the open space buffer shall include landscaping. (2) Topography. Grading plans will incorporate natural earth forms and graded earthen berms as appropriate to create visual screens and to buffer noise. (3) Streets. Street design and site access will be configured to discourage through, nonresidential traffic in residential neighborhoods. Features, such as raised medians that restrict turning movements, cul-de-sacs, and curvilinear street patterns can discourage such through traffic. (4) Landscaping. Landscaping shall be used alone or in conjunction with other features (e.g. open space buffer, topography) to reduce potential visual, light and glare conflicts. (5) Physical barriers. Physical barriers such as block walls and fences shall be provided as specified in these regulations to reduce noise, visual, light and glare impacts. These barriers may also be used to restrict unwanted access between abutting land uses. (6) Building orientation. All buildings shall be sited and oriented to ensure mutual privacy and safety, and to reduce noise, light and glare, visual, and other conflicts. (7) Infill development. Infill as defined in this chapter shall be especially sensitive to compatibility concerns and shall be developed in a manner sensitive to existing uses in terms of density, scale, aesthetics, and design theme. Infill developments shall meet or exceed the development standards and shall incorporate the general architectural theme of existing development adjacent to the proposed project. Further, the planning commission may require any proponent of a proposed infill development project to provide illustrations and site redesigns showing the proposed project in relation to the surrounding developments. (8) Community design. Design of residential communities will reduce and/or prevent land use conflicts by considering the constraints and opportunities of adjacent existing neighborhoods and by establishing design themes that ensure some variation of individual units in large developments.	below, the project would result in less than significant operational light and glare impacts. The City would verify the project's consistency with the lighting standards outlined in Municipal Code Section 30-471 to verify that neighboring uses are not exposed to substantial off-site lighting impacts or daytime glare as part of the project's design review process. (5) As shown in Figure 4, *Conceptual Site Plan*, the proposed residential development would be bounded by a 6-foot block perimeter wall and interior lots will be delineated by vinyl fencing. (6) Privacy is not related to scenic quality and is inapplicable in this regard. Refer to Response to Sec. 30-426 (4) above regarding light and glare. (7) As shown in the Figure 3, *Site Photos*, the existing conditions of the project site create a blighted appearance along Poplar Avenue and Catawba Avenue. As an infill development project, the proposed community would include one- to two-story buildings, consistent with surrounding development, and would design with various architectural building elements following the Tuscan, Spanish, and Craftsman architectural styles and earth-tone color schemes. Depending on the architectural style, units would be designed with architectural building elements such as textured stucco siding, stone veneer, textured shake siding, window trims and shutters, stucco corbels, decorative gable vents, and illuminated address signs. Landscaping is also proposed along the site perimeter and interior. Further, the project would be subject to special site plan and design review as required by the City's Design Review process. This regulatory procedure would enforce the City's regulations governing scenic quality for the project site and surrounding area. Thus, the project has been designed manner sensitive to existing uses in terms of density, scale, aesthetics, and design theme. (8) Refer to Response to Sec. 30-426 (7) above regarding community design.
Sec. 30-435. – Plotting and design criteria. The following shall comply with new design reviews. Variations and possible additional criteria may be added by the Planning Commission to individual design reviews based upon Planning Commission consideration of individual circumstances:	Consistent. The analysis below corresponds to each subsection of Municipal Code Sec. 30-435. (1) Based on the project's Tentative Tract Map, the project does not propose two adjacent homes using the same floor plan. Thus, project would

Relevant Section	Project Consistency
(1) No two adjacent homes using the same floor plan shall have the same exterior color scheme/treatment. (2) Adjacent homes shall have varying setbacks. Minimum variation shall be four feet unless located on a curvilinear street, which provides a varied street scene, and then the variation shall be three feet. When one-story and two-story homes are adjacent, the two-story home shall have the larger front setback. (3) Window mullions shall be provided on first, second, and third story windows of all elevation seen from public view, as approved by the Planning Commission. The mullions shall be provided in a variety of shapes. (4) Trim with a stucco covering may be painted in a contrasting color. The contrasting color should be color compatible with the trim color. (5) Homes with a trim (band) feature, which distinguishes the first and second floors, should have the band on the front, side, and rear elevation of the homes. (6) A variety of designs (window and door pattern) shall be used on car garage doors, with no two adjacent homes that have the same floor plan and elevation shall use the same garage door/window pattern. In no case shall more than three homes of any floor plan or elevation have the same garage door/window pattern in a row. The applicant shall provide a color board indicating proposed garage door colors and window pattern for Planning Commission approval. (7) Wall-mounted decorative lighting fixtures at a minimum of 18 inches in height shall be provided at the front porch and on each side of the garage door. A sample of lighting types shall be provided for Planning Commission review and approval. (8) All front doors shall provide decorative treatment. A sample of door treatments shall be provided for Planning Commission review and approval. (9) All utility boxes shall be landscaping with shrubs or other low-profile landscaping. A sample of landscaping/landscaping treatments shall be provided for Planning Commission review and approval. (10) The Community Development Director, or his/her designee, shall have the authority for minor architectural changes focusing around items such as window treatments, color combinations, facade treatments, and architectural relief. Questions on the interpretation of this provision or changes not clearly	not have the potential to result in two adjacent homes using the same floor plan that have the same exterior color scheme/treatment. (2) The proposed units would have varying setbacks. The City would ensure the conditions of Municipal Code Sec. 30-435(2) are met as part of the project's Design Review process. (3) All units would include window mullions in a variety of shapes on all elevations seen from public view. (4) The project proposes a neutral, earth tone color scheme with rustic taupe or white stucco trim and cream or sand colored stucco. Thus, the trim and stucco would contrast while remaining compatible. (5) None of the floor plans would include a band feature that distinguishes the first and second floors. Thus, Municipal Code Sec. 30-435(5) would not be applicable. (6) Based on the project's Tentative Tract Map, the project does not propose two adjacent homes using the same floor plan. Thus, project would not have the potential to result in two adjacent homes using the same car garage doors. (7) Based on the project elevations, each floor plan would include wall-mounted decorative lighting features at the front porch and on each side of the garage doors. The decorative lighting would be mounted at approximately eight feet height and thus would meet the City's minimum height requirements. (8) Each floor plan would include six-panel entry doors, which would be reviewed as part of the City's Design Review process. (9) The project would be required to uphold the City's requirement to landscape utility boxes, which would be reviewed as part of the City's Design Review process. (10) Any architectural changes focusing around items such as window treatments, color combinations, facade treatments, and architectural relief would be addressed as part of the City's Design Review process. (11) Each floor plan would include decorative pathways leading to the front door which complement the proposed Tuscan, Spanish, and Craftsman architectural styles in conformance

Relevant Section	Project Consistency
within the scope of this provision shall be submitted to the Planning Commission for consideration under a revision to the design review. (11) All lots shall provide decorative hardscape within the concrete walkways leading to the front door of the house in order to complement the home's exterior architectural elements. (Example: If the home uses rock, brick, or other similar material on the exterior of the house, these materials shall be incorporated into the walkways along with decorative trowled bands; decorative patterned scoring; exposed aggregate finishes; stamped concrete, etc. This requirement shall be identified on the phasing site plan that is submitted to the Building and Safety Division for plan check. A detail of the types of hardscape to be used on the walkways shall also be shown on the phasing site plan.) (12) Steel gates with privacy screening (defined as material used on the steel gate to obscure the view of the back yard from the street) shall be required for side yards. A sample of gate privacy screening treatment shall be provided for Planning Commission review and approval.	with Municipal Code Sec. 30-435(11).

Source: City of Fontana, *City of Fontana Municipal Code*, current through October 15, 2020.

Conclusion

As indicated in the tables above, the proposed project would be consistent with applicable General Plan and Municipal Code requirements that govern scenic quality. Further, the project would be subject to special site plan and design review as required by the City's Design Review process. This regulatory procedure would enforce the City's regulations governing scenic quality for the project site and surrounding area. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

Construction Impacts

Construction activities associated with the project could involve temporary light and glare impacts as a result of construction equipment and materials. Project construction would be

required to comply with the City's Noise Ordinance (Chapter 18, Article II, Noise, of the Fontana Municipal Code), which prohibits construction between the hours of 6:00 p.m. and 7:00 a.m. on weekdays and 5:00 p.m. and 8:00 a.m. on Saturdays, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector. Thus, as no construction activities would be permitted after 6:00 p.m. on weekdays or after 5:00 p.m. on Sundays, project construction would be limited to the daytime hours and nighttime lighting would not be required until the project is operational. Short-term construction-related impacts to lighting and glare would be less than significant.

Operational Impacts

The proposed project would require nighttime lighting for safety and security. Consistent with Fontana Municipal Code Section 30-471, Light and Glare, all on-site lighting would be required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted. All exterior lighting used would be shielded/hooded to prevent light trespass onto nearby properties, including the adjacent residential development. The City would verify the project's consistency with the lighting standards outlined in Municipal Code Section 30-471 to verify that neighboring uses are not exposed to substantial off-site lighting impacts or daytime glare as part of the project's design review process. Therefore, long-term impacts associated with light and glare would be less than significant.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

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

No Impact. According to Chapter 30, Zoning and Development Code, of the Fontana Municipal Code, animal grazing, breeding, raising, or training is permitted on property zoned for Open Space (OS-N or OS-R) or Public Facilities (P-PF) with certain restrictions and requirements. The proposed project site is currently zoned for Single-Family Residential (R-1) with a zone change proposed for Medium-Density Residential (R-2). These zoning designations do not allow for agricultural uses. Additionally, the project site is surrounded by R-1 zoning on all sides, except for the area to the immediate northeast.

As shown by the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site is designated as "Urban and Built Up Land" and is surrounded by this land designation on all sides.[3] Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and there would be no impact.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As mentioned previously in **Section II.a** of this IS/MND, the proposed project site is located on land that is zoned for Single-Family Residential (R-1) with a zone change proposed for Medium Density Residential (R-2). These zoning designations do not allow for agricultural uses. Furthermore, neither the project site nor any portion of the City of Fontana is under a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be no impact.

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

No Impact. The project site contains undeveloped, vacant land in its western half and a single-story residence, a detached garage, three sheds, and four greenhouses in its eastern half. The site does not contain any forestland or timberland, nor is it zoned for timberland production. Therefore, the project would not conflict with existing zoning for, or cause rezoning of,

[3] California Department of Conservation, n.d. California Important Farmland Finder, accessed December 17, 2020. https://maps.conservation.ca.gov/DLRP/CIFF/

forestland, timberland, or timberland zoned Timberland Production, and there would be no impact.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site contains undeveloped, vacant land in its western half and a single-story residence, a detached garage, three sheds, and four greenhouses in its eastern half. It does not contain any forestland, as defined above. Furthermore, the project site is not zoned for forestland. Therefore, the project would not result in the loss of forestland or the conversion of forestland to non-forest use, and there would be no impact.

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

No Impact. While agricultural uses were once prominent in the City's past, agricultural uses have largely declined and are no longer a significant element of the local economy as the community has urbanized. Remaining undeveloped land considered suitable for farming purposes is planned for a variety of urbanized uses, according to the General Plan.[4] The project site is located in the central portion of the city and is surrounded by residential uses on all sides. There is no farmland or forestland on or in the vicinity of the project site that could be converted to non-agricultural or non-forestland uses as a result of the proposed project. Therefore, there would be no impact.

[4] Fontana, General Plan Update, Appendix One: Background Report, p. 9.

III. Air Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY: *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the CalEEMod modeling analysis prepared by Michael Baker International (July 25, 2023), provided as ***Appendix A*** of this IS/MND and incorporated herein by reference.

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). In order to reduce emissions, the SCAQMD adopted the *2022 Air Quality Management Plan* (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2020-2045 Regional Transportation*

Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

The consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions; therefore, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response D.III(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[5]

b) Would the project cause or contribute to new air quality violations?

As discussed in Response D.III(b) and D.III(c), the proposed project would result in emissions that are below the SCAQMD regional and localized thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operations; refer to Responses D.III(b)

[5] Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

and D.III(c). As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Therefore, as substantiated above, the air quality analysis for the proposed project includes forecasts of project emissions in relation to contributing to air quality violations and delay of attainment and as such, the project is consistent with Criterion 1.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) ***Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?***

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Fontana. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

The project site has a General Plan land use designation of Single Family Residential (R-SF), which permits single-family, detached dwellings at densities of 2.1 to 5 dwelling units per acre (du/ac). As proposed, the 53-unit residential development would be constructed on 9.2 acres, which would result in a density of 6.0 du/ac and exceed the allowed density under the existing R-SF designation. As such, the project is proposing a General Plan Amendment to change the site's land use designation from R-SF to Medium Density Residential (R-M), which would allow a range of 5.1 to 12 du/ac.

Based on the City's average household size of 4.12 persons per household, the project would introduce approximately 218 additional residents within the City; refer to Section D.XIV, *Population and Housing*. For this reason, the project is considered growth-inducing since it would

generate population growth through its provision of a residential development. However, the project's potential growth-inducing impacts would be considered less than significant since the 218 additional residents represent less than a 0.1 percent increase from the City's current population of 213,000 persons.[6] Additionally, SCAG growth forecasts estimate the City's population to reach 286,700 persons by 2045, representing a total increase of 73,700 persons between 2023 and 2045. The project's residential population (218 persons) represents 0.2 percent of the City's anticipated growth by 2045, and only 0.08 percent of the City's total projected 2045 population.[7] Upon approval of the General Plan Amendment, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site in the 2020-2045 RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2022 AQMP. The impact would be less than significant.

b) ***Would the project implement all feasible air quality mitigation measures?***

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Responses D.III(b) and D.III(c). As such, the proposed project meets this 2022 AQMP consistency criterion.

c) ***Would the project be consistent with the land use planning strategies set forth in the AQMP?***

As discussed in Section D.VIII, *Greenhouse Gas Emissions*, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. The project would be located adjacent to existing residential development and is in close proximity to neighborhood shopping and commercial areas along Merrill Avenue and Fontana Avenue. As a result, the opportunity to use alternative forms of transportation (i.e., walking, bicycling, public transportation) exists and, therefore, would reduce associated criteria pollutant emissions. In addition, as discussed above, upon approval of the proposed General Plan Amendment, the project would be consistent with the site's redesignated R-M land use designation. As such, the proposed project meets this AQMP consistency criterion.

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6 California Department of Finance, *E-1 Population Estimates for Cities, Counties, and the State – January 1, 2022 and 2023, May 2023*, https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2023PressRelease.pdf, accessed July 24, 2023.

7 Southern California Association of Governments, *Demographics and Growth Forecast*, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579, accessed July 24, 2023.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the proposed project's long-term influence on air quality in the Basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, as substantiated above, the proposed project does not exceed the assumptions utilized in preparing the forecasts presented in the 2022 AQMP and as such, the project is consistent with Criterion 2.

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

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NOX are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors,

children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal PM2.5 standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Construction Emissions

The project involves construction activities associated with demolition, grading, paving, construction, and architectural coating applications. The project would be constructed over approximately 10 months, estimated to commence in fall 2023. Earthwork would be balanced on-site and require approximately 33,797 cubic yards of cut and 29,610 cubic yards of fill. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to ***Appendix A, Air Quality and Greenhouse Gas Emissions Data***, for the CalEEMod outputs and results. ***Table 3, Project-Generated Construction Emissions***, presents the estimated daily short-term construction emissions.

Table 3: Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions[2]						
Year 1	4.92	46.50	38.90	0.10	4.36	1.84
Year 2	29.60	15.70	21.70	0.05	0.98	0.70
Maximum Daily Emissions	29.60	46.50	38.90	0.10	4.36	1.84
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Emissions were calculated using CalEEMod version 2022.1.1, as recommended by the SCAQMD.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

Source: *Air Quality and GHG Emissions Analysis* prepared by Michael Baker International (July 25, 2023). Refer to Appendix A for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. PM_{10} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These

particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in ***Table 3***, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in ***Table 3***, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[8] ROG emissions associated with the proposed project would be less than significant; refer to ***Table 3***.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

[8] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed July 25, 2023.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. There would be no impact.

Operational Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources.

Area source emissions would be generated by the project from consumer products, architectural coating, and landscaping. Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *Fontana 53 Focused Traffic Study* prepared by TJW Engineering, Inc. on June 19, 2023, the proposed project is projected to generate a total of 491 daily trips; refer to **Appendix H**.

The analysis of daily operational emissions has been prepared utilizing CalEEMod. Emissions associated with each of these sources are detailed in ***Table 4, Project-Generated Operational Emissions***. As shown by the data, total project emissions from area, energy, and mobile sources would not exceed SCAQMD thresholds.

Table 4: Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	2.67	0.03	3.00	<0.01	<0.01	<0.01
Energy	0.02	0.42	0.18	<0.01	0.03	0.03
Mobile	1.99	1.58	14.50	0.03	2.63	0.68
Total Summer Emissions[2]	*4.69*	*2.03*	*17.70*	*0.03*	*2.66*	*0.72*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*
Project Winter Emissions						
Area	2.40	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.42	0.18	<0.01	0.03	0.03
Mobile	1.84	1.70	12.40	0.03	2.63	0.68
Total Winter Emissions[3]	*4.26*	*2.12*	*12.60*	*0.03*	*2.66*	*0.72*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Emissions were calculated using CalEEMod version 2022.1.1, as recommended by the SCAQMD.
2. The numbers may be slightly off due to rounding.

Source: *Air Quality and GHG Emissions Analysis* prepared by Michael Baker International (July 25, 2023). Refer to Appendix A for assumptions used in this analysis.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As the SCAQMD explained in the Brief of Amicus Curiae by the SCAQMD submitted April 6, 2015 in *Sierra Club vs. County of Fresno*, it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons including modeling limitations and the way in which air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) submitted in the same case, currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that increased health effects from O_3, as an example, are correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. However, it would take an extremely large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences to the north, east, south, and west. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operational impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.

The LST methodology assists lead agencies in analyzing localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and the distance to the nearest sensitive receptor. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project disturbing over five acres during construction should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is located within Source Receptor Area (SRA) 34, Central San Bernardino Valley.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[9] SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. The project would actively disturb approximately four acres per day during the grading phase of construction. Therefore, the LST thresholds for two-acre were utilized as a conservative estimate for the construction of LST analysis. Further, the nearest sensitive receptors would be adjacent to the project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptors are adjacent to the project site, the LST values for 25 meters were used.

Table 5, Localized Emissions Significance, shows the localized construction-related emissions. It is noted that the localized emissions presented in ***Table 5*** are less than those in ***Table 3*** because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust) and do not include off-site emissions (i.e., from the worker, vendor, and hauling trips). As seen in ***Table 5***, emissions would not exceed the LSTs for SRA 34 (Central San Bernardino County). Construction LST impacts would be less than significant in this regard.

[9] In order to properly grade a piece of land, multiple passes with equipment may be required. The acres value is based on the equipment list and days in grading or site preparation phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

Table 5: Localized Emissions Significance

Source [3,4]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1[1]	46.40	37.20	3.58	1.76
Year 2[2]	15.40	19.90	0.68	0.62
Maximum Daily Emissions	46.40	37.20	3.58	1.76
Localized Significance Threshold	170	972	7	4
Thresholds Exceeded?	*No*	*No*	*No*	*No*

Notes:

1 The grading phase emissions are presented as the worst-case scenario for NO_X, CO, and $PM_{2.5}$, and the demolition phase emissions are presented as the worst-case scenario for PM_{10} in Year 1.

2 The building construction phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 2.

3 The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

4 The Localized Significance Threshold was determined using Appendix C of the SCAQMD's Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately four acres; therefore, the two-acre threshold was conservatively used) for Source Receptor Area 34, Central San Bernardino Valley.

Source: *Air Quality and GHG Emissions Data* prepared by Michael Baker International. July 25, 2023.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile

sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[10] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the site is located in SRA 34. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 34 is the Fontana-Arrow Highway station, which is located approximately 1.8 miles northwest of the site. The CO concentration at Fontana-Arrow Highway station was measured at 1.035 ppm in 2023.[11] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant.

Air Quality Health Impacts

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotpots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, air quality health impact would be less than significant.

d) ***Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?***

Less Than 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, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the proposed residential project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short term in nature and cease upon project completion. In addition, the

10 U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed July 25, 2023.

11 California Air Resources Board, Air Quality and Meteorological Information, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed July 25, 2023.

project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The analysis and findings throughout this section are based on the *Habitat Assessment* prepared by Michael Baker International (January 22, 2021) and the *Updated Biological Resources Records*

Search (December 23, 2021), provided as ***Appendix B1*** *and* ***B2*** of this IS/MND, respectively, and incorporated herein by reference.

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated. The project site consists of disturbed/developed land that is subject to routine weed abatement, resulting in heavily disturbed and compacted surface soils. Specifically, approximately 0.20-acre of ornamental vegetation, 8.87 acres of disturbed habitat, and 3.52 acres of developed area occur on the biological study area. As such, native vegetation communities do not occur within the project site; instead, it consists of disturbed and developed land dominated by non-native and ornamental plant species.

A literature search identified 55 special-status plant species, 75 special-status wildlife species, and 5 special-status vegetation communities as occurring within the USGS *Cucamonga Peak, Devore, Fontana,* and *Guasti, California* 7.5-minute quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions.

No special-status plant species were observed during the field survey. The project site is primarily comprised of residential development and disturbed habitat characterized by heavily disturbed/compacted soils. Additionally, the routine weed abatement within the project site and surrounding residential land uses have reduced the potential for the project site to provide suitable habitat for special-status plant species. Based on the results of the habitat assessment and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the special-status plant species identified by the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) databases are not expected to occur within the project site.

No special-status wildlife species identified by the CNDDB were observed within the project site during the field survey. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a low potential to support Cooper's hawk (*Accipiter cooperii*; a California Department of Fish and Wildlife [CDFW] Watch List species), sharp-shinned hawk (*Accipiter striatus*; a CDFW Watch List species), and California horned lark (*Eremophila alpestris actia*; a CDFW Watch List species). All remaining special-status wildlife species identified by the CNDDB database are not expected to occur within the project site.

The project site provides marginal foraging and nesting habitat for a variety of resident and migrant bird species that are adapted to a high degree of disturbance associated with the surrounding residential land uses. Fifteen (15) bird species were detected during the field survey, including northern flicker (*Colaptes auratus*), rock dove (*Columba livia*), American crow (*Corvus brachyrhynchos*), American kestrel (*Falco sparverius*), house finch (*Haemorhous mexicanus*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), lesser goldfinch (*Spinus psaltria*), Eurasian collared dove (*Streptopelia decaocto*), western meadowlark (*Sturnella neglecta*), common starling (*Sturnus vulgaris*), Cassin's kingbird (*Tyrannus vociferans*), mourning dove (*Zenaida macroura*), and white-crowned sparrow (*Zonotrichia leucophrys*). Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC). To maintain compliance with the MBTA and CFGC, clearance surveys are typically required prior to any ground disturbance or vegetation removal activities to avoid direct or indirect impacts to active bird nests and/or nesting birds. Therefore, despite the limited vegetation on the project site, Mitigation Measure BIO-1 provides for the protection of migratory birds that could be present on the project site during nesting season when construction activities occur.

Although no burrowing owls were observed during the field survey, Mitigation Measure BIO-2 requires a pre-construction burrowing owl clearance survey to be conducted by a qualified biologist to ensure that burrowing owls remain absent from the project site and impacts to burrowing owls do not occur. Implementation of Mitigation Measure BIO-2 would ensure protection of burrowing owls, if any, on the project site.

With implementation of Mitigation Measures BIO-1 and BIO-2, potential impacts to special-status species would be reduced to a less than significant level.

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

Less Than Significant Impact. There is an existing residence with associated structures on the project site and disturbed habitat that is subject to routine weed abatement, resulting in heavily disturbed and compacted surface soils which reduces the likelihood of a sensitive natural community from establishing. Additionally, no riparian habitats were observed on the project site. Therefore, the project would have a less than significant impact associated with riparian habitat or other sensitive natural community identified by CDFW or USFWS.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No jurisdictional drainage or wetland features were observed within the boundaries of the project site. Therefore, development of the project site would not result in impacts to US Army Corps of Engineers, Santa Ana Regional Water Quality Control Board, or CDFW jurisdictional areas and regulatory approvals would not be required. There would be no impact.

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

Less Than Significant Impact. The project site is not located within any wildlife corridors, wilderness areas, wilderness study areas, or areas of critical environmental concern identified in the San Bernardino County Land Use Plan.[12] The project site is located within a heavily developed area of the City and is surrounded by residential development and highly trafficked roadways (i.e., Merrill Avenue to the north, Fontana Avenue to the east, Randall Avenue to the south). The surrounding residential land uses have fragmented the connection between the project site and surrounding naturally occurring vegetation communities. The disturbed and developed landscape of the project site and absence of native vegetation for cover most likely precludes the movement of wildlife through the project site. Further, elevated noise levels, vehicle traffic, lighting, and human presence associated with the surrounding residential development and roadways, decrease the suitability of the project site to be used as a wildlife movement corridor or linkage. Additionally, no hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) with frequent sources of water that would be sufficient in supporting fish populations were observed in the project site. Impacts would be less than significant.

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

Less Than Significant Impact. The *City of Fontana Public Services Department Tree Policy Manual* addresses the protection of heritage, significant, and specimen trees,[13] and the Fontana Municipal Code Chapter 28, Vegetation, addresses requirements for tree preservation and removal. Implementation of the proposed project would impact existing trees on-site. However, no special-status trees (as described in the Fontana Municipal Code) occur within the site. Further, native vegetation communities do not occur within the project site, which is comprised of disturbed land dominated by non-native and ornamental plant species. The removal of the

[12] County of San Bernardino. 2020. http://countywideplan.com/policy-plan/lup/ Accessed January 26, 2021.
[13] City of Fontana, n.d., Public Services Department Tree Policy Manual, accessed January 4, 2021. https://www.fontana.org/DocumentCenter/View/836/tree_manual?bidId=

existing non-native trees would not conflict with the provisions of the Tree Policy Manual and the Fontana Municipal Code. Impacts would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within an adopted Habitat Conservation Plan or Natural Community Conservation Plan area. The nearest such plan is the North Fontana Conservation Program Area, located approximately 4 miles north of the project site. Therefore, no impact would occur.

Mitigation Measures

BIO-1: Nesting Bird Surveys

The project site and surrounding vegetation communities provide limited suitable foraging and nesting habitat for a variety of year-round and seasonal avian residents as well as migrating songbirds that could occur in the area. Nesting birds are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. If project-related construction activities are to be initiated during the nesting season (January 1 to August 31), a preconstruction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground-disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area and areas within a biologically defensible buffer zone surrounding the project impact area. Documentation of surveys and findings shall be submitted to the City of Fontana for review and file. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required. If an active nest is found, the bird species shall be identified and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. It is further recommended that the qualified biologist periodically monitor any active nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur.

BIO-2: Burrowing Owl Surveys

Preconstruction clearance surveys shall be conducted no more than 30 days prior to any vegetation removal or ground-disturbing activities. The survey shall be performed in accordance with the *CDFW Staff Report on Burrowing Owl Mitigation* (CDFW, 2012). Documentation of surveys and findings shall be submitted to the City of Fontana for

review and file. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during preconstruction clearance surveys, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Cultural Resources Identification Report* prepared by Michael Baker International (April 6, 2021) and the Updated Cultural Resources Identification Report (January 11, 2022), provided as **Appendix C1** and **C2** of this IS/MND, respectively.

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

The General Plan Community and Neighborhoods Element (Chapter 4) includes a list of known cultural and historical resources. A records search determined that no cultural resources were located within the project site, although seven resources are located within one mile of the project site. The nearest resource, the West Fontana Flood Control Channel, is located approximately 0.3 mile to the north.

As there are no historic resources present or adjacent to the project site, no substantial adverse change in the significance of a historical resource would be caused by the project. There would be no impact.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact. Archaeological resources are those that are listed in or eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources. Additionally, resources in local registers of historical resources and resources that a lead agency determines as historically significant are also considered historical and archaeological resources (California Code of Regulations, Title 14, Section 15064.5). Archaeological sites contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discolorations or accumulation of soil or food remains.

There are no previously recorded prehistoric archaeological resources within one mile of the project site. In addition, the project area is highly disturbed, having been previously used as agricultural land, and is unlikely to yield any buried cultural resources. Impacts would be less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. The General Plan Community and Neighborhoods Element (Chapter 4) does not identify any human burial sites on or near the project area, nor any areas suspected as such. There is a possibility that future land alteration activities associated with any project to develop currently undeveloped land could uncover human remains, whether from prehistoric time periods or from more recent time periods. There is also the potential that Native American remains or the remains of someone who has been missing or known to be dead could be encountered.

In the event of a discovery of human remains during construction activities, contractors must comply with the provisions of California Health and Safety Code Section 7050.5[14], which requires that further excavation or disturbance of the area containing human remains cease until the County coroner examines the remains and issues a report. If the coroner finds evidence of Native American remains, they are required to contact the Native American Heritage Commission within 24 hours to verify Native American origin and facilitate recovery of the remains in accordance with appropriate tribal customs. Compliance with this existing state law would prohibit future land development projects from indiscriminately destroying or damaging human remains or disturb human burial sites.

[14] Contractors are typically made aware of this requirement and others via the Final Constraints section of the Final Map.

VI. Energy

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

Discussion

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing

recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[15]

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes four bold strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, ventilation, and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and 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.

The CEC adopted the 2021 integrated energy policy report (2021 IEPR) Volume I, Volume II, and Volume IV on February 1, 2022 and Volume III on February 24, 2022.[16] The 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy

[15] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed April 3, 2023.

[16] California Energy Commissions, *2021 Integrated Energy Policy Report*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report, accessed April 3, 2023.

system for all Californian.[17] Volume I of the 2021 IEPR addresses actions needed to reduce the GHG emissions related to the buildings in which California live and work, with an emphasis on energy efficiency; Volume II examines actions needed to increase the reliability and resiliency of California's energy system; Volume III looks at the evolving role of gas in California' energy system; and Volume IV reports on California's energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios of 2050. The 2021 IEPR builds on the goals and work in response to AB 758 (Energy: energy audit), SB 350 (Clean Energy and Pollution Reduction Act), AB 3232 (Zero-emissions buildings and sources of heat energy), and the 2019 IEPR to further a comprehensive approach toward decarbonizing buildings in a cost-effective and equitable manner. For the 2021 IEPR, the CEC extends the forecast timeframe to 15 years to coincide with several state goals that are planned for 2035 and improves methodologies to better quantify and predict the likelihood, severity, and duration of future extreme heat events.

Executive Order N-79-20

Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

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

Less Than Significant Impact.

Construction Impacts

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of the proposed project would involve on-site energy demand and consumption related to the use of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment. Project construction methods would be

17 California Energy Commissions, *Final 2021 Integrated Energy Policy Report Volume I Building Decarbonization*, February 2022.

typical of current construction practices and would not require the use of more energy intensive machinery or higher than normal volumes of trucks and worker vehicle trips.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, home construction), only portions of the project site area would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site rather than a single location. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation administered by the CARB. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. As another benefit of these restrictions, off-road diesel-powered vehicles would consume less fuel and combust fuel more efficiently. The project would also be subject to mandates on portable diesel generators and the California Environmental Protection Agency's (EPA) strict on-road emissions standards for heady-duty engines. These regulations contain strict air emissions standards that result in efficient engine fuel consumption rates (compared to previous standards) during operations. In addition, technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction in California, over the next few years. As such, temporary energy use during construction of the proposed project would not result in a significant increase in peak or base demands on regional energy supplies or require additional capacity from local or regional energy supplies. As such, project construction activities would not result in a wasteful, inefficient, or unnecessary consumption of energy resources.

Further, substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials would employ all reasonable energy conservation practices in the interest of reducing costs. Construction impacts would less than significant.

Operational Impacts

Following completion of the proposed project, Southern California Edison (SCE) would provide electricity, and Southern California Gas Company (SoCalGas) would provide natural gas to the project site. Energy use associated with operation of the proposed project would be the same as typical residential tract home developments. The project does not include any unusual project

characteristics or require special equipment that would be more energy intensive than typical uses. The project would comply the most recent version Title 24 and CALGreen efficiency standards, which would ensure the project incorporates energy-efficient windows, lighting, and insulation; water-efficient fixtures; ENERGY STAR-rated appliances and energy efficient boilers and heating, ventilation, air conditioning (HVAC) systems; and water-efficient landscaping. The project would also be required to incorporate renewable energy features such as photovoltaic solar panels. As outlined in the most recent Title 24 Building Energy Efficiency Standards for single-family residential uses, the project would utilize renewable energy by installing solar photovoltaic panels in accordance with the 2022 Building Energy Efficiency Standards.

In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by new residents as they travel to- and from- home. With regard to transportation energy use, the proposed project would not have control over fuel consumption factors such as vehicle type(s), engine efficiency, vehicle miles traveled, etc. for new residents. However, due to CARB's increasing vehicle efficiency standards it is assumed the long-term transportation fuel consumption from residents would steadily decline over time and ensure that vehicle fuel consumption is not wasteful or inefficient.

The proposed project would be subject to all relevant provisions of the most recent update of the California Building Energy Efficiency Standards and CALGreen Code. Compliance with these standards would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. Therefore, operational impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. State and local plans for renewable energy and energy efficiency include CPUC's Energy Efficiency Strategic Plan, California Building Energy Efficiency Standards, and CALGreen standards. Compliance with Title 24 and CALGreen standards would ensure the project incorporates energy-efficient windows, insulation, lighting, ventilation systems, as well as water-efficient fixtures into the construction of the homes.

At the local level, Fontana's Building and Safety Division enforces the applicable requirements of the Title 24 and CALGreen Code. On November 13, 2018, the City approved the General Plan Update 2015-2035. The General Plan Update included goals and policies that would promote energy conservation and efficiency. ***Table 6: City of Fontana General Plan Consistency*** discusses project consistency with relevant policies and actions in the General Plan.

Table 6: City of Fontana General Plan Consistency

Goal	Policy	Project Consistency
Goal 5: Fontana is an Inland Empire leader in energy-efficient energy development and retrofits.	Promote energy-efficient development in Fontana.	The project would comply with the most current version of the Title 24 and CalGreen code and would use water conserving plumbing fixtures and fittings, outdoor potable water use in landscape areas, and would recycle and/or salvage for reused a minimum of 65% of the nonhazardous construction waste.
	Meet state energy-efficiency goals for new construction	
Goal 6: Green Building techniques are used in new development and retrofits.	Promote green building through guidelines, awards and nonfinancial incentives.	

Source: City of Fontana, 2018 General Plan Sustainability and Resilience Element, November 2018.

Compliance with State and local energy efficiency requirements would ensure the project would not conflict with or obstruct any plans for renewable energy or energy efficiency. Therefore, the proposed project would result in less than significant impacts.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS: *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The analysis and findings throughout this section are based on the *Field Infiltration Test Results* prepared by ZS Engineering (July 9, 2020), provided as **Appendix D** of this IS/MND.

Discussion

a)i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely along active faults, and typically occurs during earthquakes of magnitude five or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

No known active or potentially active faults have been mapped within the project area and the area is not located in a Fault Rupture Hazard Zone as established by the Alquist-Priolo Act. The project site is located approximately 5 miles south of the Cucamonga section of the Sierra Madre Fault Zone and 6 miles southwest of the San Bernardino Valley section of the San Jacinto Fault

Zone, which are the nearest fault zones to the project site.[18] As the project site is not located within a fault zone, project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault and impacts would be less than significant.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. Seismic shaking activity and intensity is dependent on the distance from the fault and earthquake epicenter. The geologic structure of the entire Southern California area is dominated by the northwestern-trending faults associated with the San Andreas Fault system. Faults such as the San Jacinto and San Andreas are major faults in this system and are known to be active. The nearest fault to the project site is the Cucamonga segment of the Sierra Madre Fault, located approximately 5 miles to the north, which may result in strong groundshaking at the project site.[19] The Cucamonga fault has a capability of generating an earthquake of a 6.0 to 7.0 magnitude on the Richter Scale and a probability for a major rupture to occur once every 600-700 years.[20]

Development of the project would include construction of 53 new single-family detached homes and associated infrastructure and the proposed project would be required to comply with seismic safety provisions of the California Building Code (CBC).[21] Therefore, the project would not directly or indirectly cause potential substantial adverse effects involving strong seismic ground shaking and the impact would be less than significant.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soils lose shear strength during strong ground motions. The factors controlling liquefaction are the presence of loose granular soils prone to liquefaction combined with saturation of those soils due to shallow groundwater and ground shaking.

[18] California Department of Conservation, n.d., EQ Zapp: California Hazards Zone Application. https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed December 17, 2020; US Geological Survey, n.d., Interactive Fault Map website, https://www.usgs.gov/natural-hazards/earthquake-hazards/hazards, accessed December 17, 2020.

[19] City of Fontana General Plan Environmental Impact Report, p. 5.5-4.

[20] Southern California Earthquake Data Center, https://scedc.caltech.edu/earthquake/cucamonga.html accessed May 12, 2021.

[21] California Code of Regulations, Title 24, Part 2.

The project site is not mapped within a zone of potentially liquefiable soils by the Department of Conservation or by the County of San Bernardino.[22] Project construction would comply with the latest CBC standards, as required by Fontana Municipal Code Section 5-61. Implementation of CBC standards would include provisions for seismic building designs. Therefore, impacts associated with liquefaction would be less than significant.

a)iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less than Significant Impact. A landslide is generally defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes. According to the City's Local Hazard Mitigation Plan (LHMP), there have been no reported historical occurrences of landslides in the City and landslides are not a major concern in the City.[23]

The project site is relatively flat, and there are no areas of landslide susceptibility on the project site.[24] Therefore, impacts relative to landslides would be less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Grading and construction of the project could expose large amounts of soil and could result in soil erosion if effective erosion control measures are not used. Best management practices (BMPs) for erosion control are required under National Pollution Discharge Elimination System (NPDES) regulations pursuant to the federal Clean Water Act. NPDES requirements for construction projects disturbing 1 acre or more in area are set forth in the Construction General Permit issued by the State Water Resources Control Board (State Water Board Order No. 2009-0009-DWQ). Furthermore, the project's land clearing, grading, and construction activities would be required to comply with SCAQMD Rules 403 and 403.2 regulating fugitive dust emissions. Impacts would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

[22] US Geological Survey, n.d. Interactive Fault Map website, https://www.usgs.gov/natural-hazards/earthquake-hazards/hazards, accessed December 17 2020; County of San Bernardino, 2019, County Wide Plan Draft Environmental Impact Report, Figure 5-6.3.

[23] City of Fontana, 2017. Local Hazard Mitigation Plan. https://www.fontana.org/DocumentCenter/View/28274/2017-Local-Hazard-Mitigation-Plan

[24] County of San Bernardino, 2019, County Wide Plan Draft Environmental Impact Report, Figure 5-6.3

Less than Significant Impact. As discussed above, the project site is not located in an area identified as being susceptible to liquefaction or landslides. Impacts would be less than significant.

d) Would the project be located on expansive soil, creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by swelling. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements.

According to the Natural Resources Conservation Service web soil survey, surface soils within the project site have been mapped as Tujunga gravelly loam sand (0 to 9 percent slopes), which is considered to have a low shrink-swell potential.[25] Therefore, with the project's adherence to CBC design considerations impacts relative to expansive soils would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. There is a former septic system located within the project site located on the west side of the existing residence, which would be removed in accordance with City regulations. The proposed project would connect to the existing sewer system operated by the Inland Empire Utilities Agency (IEUA). Septic tanks or alternative wastewater disposal systems would not be used. There would be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact With Mitigation Incorporated. The project site is located within the San Gabriel Valley, which generally consists of alluvial fans extending southward from the San Gabriel Mountains to the north and San Bernardino Mountains to the east. As indicated in the *Field Infiltration Test Results*, the project site contains silty sand with a gravel size of up to 1 inch for depths ranging from 2 to 10 feet, and then followed by sandy gravel of 2 inches for depths ranging from 10 to 15 feet. The subsurface features of the alluvial fans are related to erosion of the surrounding hills and mountains, resulting in the deposition of deep layers of alluvial

[25] US Department of Agriculture, 2019, Natural Resources Conservation Service, Custom Soil Resources Report for San Bernardino County Southwestern Part, California. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx.

deposits.[26] Although younger fan deposits do not have the potential to contain significant paleontological resources, in older deposits the potential for resources is high, particularly near 1-15 and I-210 and in the southwestern areas of the city.[27] The project site is located in an area where there is the potential for paleontological resources to be present.

General Plan policies provide an ongoing program to ensure proper identification, evaluation, and recovery and/or protection of potentially important paleontological resources that may be disturbed during future development activities. For instance, the project shall retain a qualified paleontologist to conduct a pre-construction field survey of any project site that is underlain by older alluvium.[28] In addition, Mitigation Measure GEO-1, which provides a protocol for the inadvertent discovery of paleontological resources, would reduce potentially significant impacts to such resources to a less than significant level. Therefore, this impact would be less than significant with mitigation incorporated.

Mitigation Measures

GEO-1: Paleontological Resources Inadvertent Discovery

> If subsurface fossils are discovered during earth-moving activities associated with the proposed project, a qualified paleontologist (defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology) or qualified designee shall divert these activities temporarily around the fossil site until the remains have been recovered, a rock sample has then been collected to process to allow for the recovery of smaller fossil remains, if warranted, and construction has been allowed to proceed through the site by a qualified paleontologist or qualified designee. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth- moving activities, these activities shall be stopped, and a qualified paleontologist or qualified designee shall be called to the site immediately to recover the remains.
>
> All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum). A paleontological resources summary report shall be submitted to City of Fontana. Collected specimens shall be transferred with a copy of the report to San Bernardino County Museum.

[26] Pinnacle Environmental, Phase I Environmental Site Assessment, 2020
[27] City of Fontana, General Plan Update 2015-2035 Draft Environmental Impact Report, 2018, pg. 5.4-8.
[28] City of Fontana, General Plan Update 2015-2035 Draft Environmental Impact Report, 2018.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS: *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the CalEEMod modeling analysis prepared by Michael Baker International (July 25, 2023), provided as **Appendix A** of this IS/MND.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 418 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[29] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the

29 California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020,* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed July 25, 2023.

pre-industrial period range. As of July 2023, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 422 ppm.[30]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[31] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY FRAMEWORK

Federal

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[32] concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB)

[30] Scripps Institution of Oceanography, Carbon Dioxide Concentration at Mauna Loa Observatory, The Keeling Curve, https://scripps.ucsd.edu/programs/keelingcurve/, accessed July 24, 2023.

[31] Carbon Dioxide Equivalent (CO2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[32] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32. Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[33] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05,

[33] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Title 24, Part 6. The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards took effect on January 1, 2023.

Title 24, Part 11. The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2023.

Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. On September 3, 2020, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by eight percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are to:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking by focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Local

City of Fontana General Plan Update 2015-2035. The General Plan contains goals, policies, and actions that are designed to reduce GHG emissions. Specifically, the Community Mobility and Circulation Element, and the Sustainability and Resilience Element, includes these goals and policies. The Community Mobility and Circulation Element supports programs that improve travel by cars and trucks and provides guidance on expanding the options for transit and active transportation. The Sustainability and Resilience Element focuses on resource efficiency and planning for climate change.

Community Mobility and Circulation Element

Goal 7 The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion and greenhouse gas emissions.

Policy 7.3 Participate in the efforts of Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions.

Action E	Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals of greenhouse gas reductions by 2035.

Sustainability and Resilience Element

Goal 3	*Renewable sources of energy, including solar and wind, and other energy-conservation strategies are available to city households and businesses.*
Policy	Promote renewable energy programs for government, Fontana businesses, and Fontana residences.
Action C	Ensure that appropriate zoning and design standard regulations are in place as needed to provide for domestic solar and wind installations.
Goal 5	Green building techniques are used in new development and retrofits.
Policy	Promote green building through guidelines, awards and nonfinancial incentives.
Action A	Establish a residential "cool roofs" program to reduce air conditioning costs and urban heat island effect.
Goal 6	Fontana is a leader energy-efficient development and retrofits.
Policy	Promote-energy efficient development in Fontana.
Action A	Provide incentives for energy-efficient residential and non-residential construction.

THRESHOLDS OF SIGNIFICANCE

CEQA Guidelines Section 15064.4 was adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines

amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[34,35] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[36]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor has the SCAQMD, CARB, or any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted threshold for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements that address the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Discussion

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

Less Than Significant Impact. Project-related GHG emissions include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs in quantities that would facilitate a meaningful

[34] California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed January 19, 2021.

[35] State of California Governor's Office of Planning and Research, Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed January 19, 2021.

[36] 14 CCR Section 15064(h)(3).

analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions.

The California Emissions Estimator Model version 2022.1.1 (CalEEMod) was used to estimate emissions based on project-specific land use data. ***Table 7, Estimated Greenhouse Gas Emissions***, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to ***Appendix A, Air Quality and Greenhouse Gas Emissions Data***, for the CalEEMod outputs.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[37] As shown in ***Table 7***, the proposed project would result in 17.77 metric tons of CO_2 equivalent per year ($MTCO_2e$/yr) when amortized over 30 years (or a total of 533 $MTCO_2e$ in 30 years).
- *Area Source*. The project would directly result in 0.91 $MTCO_2e$/yr from area source emissions; refer to ***Table 7***.
- *Mobile Source*. According to the *Fontana 53 Focused Traffic Study* prepared by TJW Engineering, Inc. on June 19, 2023, the proposed project is projected to generate a total of 491 daily trips. As shown in ***Table 7***, the project would directly result in 516 $MTCO_2e$/yr of mobile source-generated GHG emissions.
- *Refrigerants*. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed project would result in 0.12 $MTCO_2e$/yr of GHG emissions from refrigerants; refer to ***Table 7***.

[37] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008).

Table 7: Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)	17.67	<0.01	<0.01	<0.01	17.77
Area Source	0.91	<0.01	<0.01	0.00	0.91
Mobile Source	507.00	0.03	0.03	0.91	516.00
Refrigerants	-	-	-	0.12	0.12
Total Direct Emissions[2]	***525.58***	***0.04***	***0.04***	***1.03***	***534.80***
Indirect Emissions					
Energy	185.00	0.01	<0.01	0.00	186.00
Solid Waste	1.14	0.11	0.00	0.00	3.99
Water Demand	20.70	0.07	<0.01	0.00	23.10
Total Indirect Emissions[2]	***206.84***	***0.19***	***0.01***	***0.00***	***213.09***
Total Project-Related Emissions[2]	***747.89 $MTCO_2e$/year***				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.

Source: Air Quality and GHG Emissions *Analysis* prepared by Michael Baker International (July 25, 2023). Refer to Appendix A for detailed model input/output data.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project would indirectly result in 186 $MTCO_2e$/year due to energy consumption; refer to ***Table 7***.
- *Solid Waste*. Solid waste associated with operations of the proposed project would result in 3.99 $MTCO_2e$/year; refer to ***Table 7***.
- *Water Demand*. The project operations would result in a demand of approximately 12,806,385 gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 23.10 $MTCO_2e$/year; refer to ***Table 7.***

Total Project-Related Sources of Greenhouse Gases

As shown in ***Table 7***, the total amount of project-related GHG emissions from direct and indirect sources combined would total 747.89 $MTCO_2e$/yr. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Refer also to Impact VIII.b), below, for the project's GHG plans, policies and regulations consistency analysis. Impacts would be less than significant.

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

Less Than Significant Impact.

Consistency with Applicable GHG Plans, Policies, or Regulations

2022 Scoping Plan Consistency

As stated above, the goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table 8, Project Consistency with the 2022 Scoping Plan, summarizes the project's consistency with applicable policies and measures of the 2022 Scoping Plan. As summarized, the project would not conflict with any of the provisions of the 2022 Scoping Plan and the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 8: Project Consistency with the 2022 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would require each dwelling unit to install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other enclosure in close proximity to the proposed location of an EV charger in accordance with the 2022 Title 24 standards and CALGreen Code, which would promote alternative mode of transportation to reduce VMT. Additionally, the project would be in close proximity to public transportation stops. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent.** The project is expected to consist of natural gas heating and/or cooking on-site. The City of Fontana has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the project would install

Actions and Strategies	Project Consistency Analysis
	high efficiency lighting and appliances in accordance with the 2022 Title 24 and CALGreen Code. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent.** The City of Fontana has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. ***Table 9¸ Consistency with the 2020-2045 RTP/SCS***, details the project's consistency with these five strategies. As shown, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 9: Project Consistency with the 2020-2045 RTP/SCS

Sustainable Communities Strategy	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	HQTA, TPAs, NMA, Livable Corridors.	**Consistent.** The project would be required to comply with all applicable Title 24 Standards and CALGreen Code at the time of construction, including installation of rooftop solar panels per Title 24 Standards and installation of a raceway to accommodate future electric vehicle charging per CALGreen Code. Therefore, the project would be consistent with this strategy.
Support Implementation of Sustainability Policies		
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	**Consistent.** While this strategy focuses on regional and Citywide sustainability efforts, the project itself would implement project-specific sustainability strategies and would be required to comply with the most recent version of Title 24 Standards and CALGreen Code. Therefore, the project would be consistent with this reduction strategy.
Promote a Green Region		
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards Support local policies for renewable energy production, reduction	Green Region, Urban Greening, Greenbelts and Community	**Consistent.** The project would be required to comply with all applicable Title 24 Standards and CALGreen Code measures, which would help reduce energy consumption and GHG emissions.

Sustainable Communities Strategy	Applicable Land Use Tools	Project Consistency Analysis
of urban heat islands and carbon sequestration Integrate local food production into the regional landscape Promote more resource efficient development focused on conservation, recycling and reclamation Preserve, enhance and restore regional wildlife connectivity Reduce consumption of resource areas, including agricultural land Identify ways to improve access to public park space	Separators.	Therefore, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this strategy.

Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.

In summary, the project would not generate GHG emissions that would directly or indirectly have a significant impact on the environment. In addition, the project would be consistent with applicable plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and General Plan; refer to **Section D.VI, *Energy***. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS: *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Phase I Environmental Site Assessment* prepared by Pinnacle Environmental, Inc. (May 27, 2020) and the *Phase II Environmental Site Assessment* prepared by Pinnacle Environmental, Inc. (July 8, 2020). The documents are provided as **Appendix E1** and **E2** of this IS/MND, respectively.

Discussion

The project site was undeveloped from at least 1938 to 1945 and was utilized as agricultural land. The site was initially developed in 1945 with a dwelling and outbuildings located in the southeast corner of the project site. Most of the neighboring properties were also developed by the 1990s and 2000s with residential structures. Prior to the 1990s, most of the neighboring properties were agricultural and rural residential land. No dry cleaners, gasoline stations, major landfills, military bases, manufacturing facilities, or heavy industrial businesses are known to have existed at the project site.

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

Less Than Significant Impact. The project proposes the construction of 53 single-family detached homes and associated infrastructure. Due to the nature of the proposed use, the project would increase the transport, use, and disposal of small quantities of various hazardous and potentially hazardous materials such as gasoline, diesel fuel, petroleum-based products, degreasers, solvents, fertilizers, herbicides, and pesticides; these substances may also be used for routine maintenance and landscaping during operation. The transport, use, and disposal of these and other similar hazardous and potentially hazardous materials is controlled by federal and state regulations. As such, the project would not result in the transport, use, or disposal, of these material in volumes or quantities that could pose a hazard to the public or the environment. Therefore, impacts associated with the transport and use of potentially hazardous materials are considered less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. Project construction would involve limited use of toxic or hazardous substances that are typical for construction-related activities (e.g., oil, fuel for vehicles and construction equipment, hydraulic fluids, solvents). There is a possibility of accidental release of these substances. Such incidents are expected to involve small volumes and low concentrations and the contractor is required to employ standard cleanup and safety procedures to minimize the potential for public exposure from accidental releases of such substances into the environment.

According to the Phase I ESA, the project site was formerly used for agricultural purposes. As established by the Phase II ESA, the majority of the property does not contain arsenic or organochlorine pesticide concentrations of environmental concern. However, soil samples from the project site contained concentrations of lead, dichlorodiphenyldichloroethylene (DDE), and dichlorodiphenyltrichloroethane (DDT). DDE and DDT were present in soils below their respective levels of environmental concern. Lead was encountered in concentrations above its Environmental Screening Level (ESL). This concentration was encountered next to existing storage sheds located at the southeastern portion of the project (refer to Figure 1, *Sample Locations,* of **Appendix E1**). Although this occurrence is not anticipated to be widespread throughout the project site, additional testing of this specific area is recommended as concluded in the Phase II ESA. Implementation of Mitigation Measure HAZ-1 would adhere to this recommendation in requiring additional testing of soils for lead contaminants and for removal and remediation protocol of lead contaminant soils, if encountered.

The project would also involve demolition of the existing single-story residence located at the southeastern portion of the project. Because the existing residence pre-dates the banning and use of lead-based paints (LBPs), it is therefore possible that the residence may contain lead-based paints (LBPs) and asbestos containing materials (ACMs). Therefore, implementation of Mitigation Measure HAZ-2 and HAZ-3 would ensure the proper inspections and removal of LBPs and ACMs are performed prior to demolition.

During project operations, limited amounts of toxic or hazardous substances are also expected to be used for routine maintenance that are typical of residential land uses (e.g., paints, cleaning supplies, fuel, pesticides and herbicides for landscaping); however, the use of substantial amounts of such substances is not anticipated. The level of risk associated with the accidental release of any such hazardous substances is not considered significant due to the anticipated small volume and/or low concentration of hazardous materials. Use of these substances is expected to be in compliance with applicable federal, state, and local regulations pertaining to the handling, storage, and disposal of toxic and/or hazardous substances to protect human health and safety and to maintain a low risk of exposure to the general public relative to accidental releases of such substances. Impacts would be less than significant.

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

Less than Significant Impact. The nearest school, West Randall Elementary School (15620 Randall Ave., Fontana, CA 92335), is located approximately 1,000 feet southwest of the project site. During project operations, limited amounts of toxic or hazardous substances are expected to be used for routine maintenance that are typical of residential land uses (e.g., paints, cleaning supplies, fuel, pesticides and herbicides for landscaping); however, the use of substantial

amounts of such substances is not anticipated. This precludes the possibility of creating a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions. This would be a less than significant impact.

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

No Impact. The project site is not included on a hazardous site list compiled pursuant to California Government Code section 65962.5.[38] Further information from the Cortese List is discussed in the Phase I ESA, available in **Appendix E1** of this IS/MND, and states that the nearest location with the potential to be included on the Cortese list is 2,200 feet northwest of the project. Therefore, there would be no impact.

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

No Impact. The nearest airport to the project site, Ontario International Airport, is located approximately 6.75 miles to the southwest. However, the project site is not within the Airport Influence Area.[39] The project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in a substantial safety risk. Implementation of the proposed project would not introduce a safety hazard associated with airport operations. Therefore, no impacts would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City adopted a LHMP in 2017 to prepare for emergency evacuations and respond to all types of hazards.[40] The City has adopted an Emergency Operations Plan (EOP).[41] No revisions to the adopted EOP would be required as a result of the project. In addition, primary access to all major roads would be maintained during construction. Therefore, impacts would be less than significant.

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[38] California Environmental Protection Agency, Cortese List Data Resources, accessed December 14, 2020, http://www.calepa.ca.gov/sitecleanup/corteselist

[39] Ontario International Airport, 2015, Airport Land Use Compatibility Plan, Policy Map 2-1, https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-1.pdf.

[40] City of Fontana, 2017. Local Hazard Mitigation Plan. Available at: https://www.fontana.org/DocumentCenter/View/28274/2017-Local-Hazard-Mitigation-Plan

[41] City of Fontana, n.d. Ready Fontana Guide, accessed December 21, 2020, https://www.fontana.org/DocumentCenter/View/29672

During project construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. The project involves the construction of single-family residential units and does not include any land uses or off-site improvements that would impair implementation or physically interfere with the adopted emergency response plan. Therefore, this would be a less than significant impact.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The California Department of Forestry and Fire Protection developed Fire Hazard Severity Zones for both State Responsibility Areas and Local Responsibility Areas. The project site is located in a Local Responsibility Area. The project site is located in an area determined by the Fontana LHMP as Non-Wildland/Non-Urban.[42] and is surrounded on all sides by residential development. Therefore, the project would not expose people or structures to a significant risk from wildland fires. Additionally, the project would include required fire suppression design features (e.g., fire-resistant building materials, smoke detection and fire alarm systems, and fuel modification/brush clearance) identified in the CBC. Therefore, this would be a less than significant impact.

Mitigation Measures

HAZ-1: Soil Sampling/Lead-Based Analysis

Prior to issuance of a grading permit, a lead-based analysis (LBA) shall be performed for the Section 6 soils sample locations (as identified on Figure 1, *Sample Locations* of the Phase II Environmental Site Assessment) and shall include; 1) a soluble threshold limit concentrations (STLC) analysis of the shallow composite soil sample; 2) deeper soil samples (e.g., 6 to 12”) to assess the depth of impact, and 3) individual soil samples of shallow Section 6 composite samples to assess whether a specific location may have a higher concentration of lead. If concentrations are concluded as hazardous beyond established thresholds for lead-based contaminants, the project applicant shall submit documentation as proof, to the City Engineer, that lead-based contaminated soils have been excavated and disposed of at a licensed treatment facility with confirmation sampling in showing that all remaining LBC soil concentrations at Section 6 are below the U.S. Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) and/or Department of Toxic Substances Control modified Screening Levels (DTSC-SLs), as applicable.

[42] City of Fontana, 2017, Local Hazard Mitigation Plan, Figure 4-6.

HAZ-2: Lead-Based Paint Inspection

Prior to demolition of the on-site residence, an inspection shall be performed by a federally certified LBP inspector/assessor to identify areas of potential worker exposure during demolition. Should any LBP be identified, such painted surfaces at a minimum shall be required to be included in an approved interim control (a.k.a. Operations and Maintenance) program and complied with during demolition.

HAZ-3: Asbestos-Containing Material Inspection

Prior to any demolition, renovation, or any other activity that may disturb ACM-containing materials, either an inspection shall be performed by a federally certified ACM inspector/assessor to identify areas of potential worker exposure during demolition, or the affected materials shall be handled according to regulation as asbestos-containing.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY: *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Phase I Environmental Site Assessment* prepared by Pinnacle Environmental Inc. (May 27, 2020) and the *Water Quality Management Plan* prepared by S.D. Engineering and Associates (August 10, 2020). These documents are provided as **Appendix E1** and **F** of this IS/MND, respectively.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The California Porter-Cologne Water Quality Control Act (Section 13000 et seq. of the California Water Code) and the federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act) require comprehensive water quality control plans to be developed for all waters within the State of California. The project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board. Impacts related to water quality would fall under two general categories: short-term construction-related impacts and long-term operational impacts.

Construction Impacts

Construction of the proposed project would involve clearing, soil stockpiling, grading, paving, utility installation, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during project construction in the absence of any protective or avoidance measures.

To minimize water quality impacts during construction, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage, the project applicant is required to submit a Notice of Intent prior to construction activities and develop and implement an SWPPP and monitoring plan.

The SWPPP identifies erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment

controls are designed to trap sediment once it has been mobilized. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violations to any water quality standards or waste discharge requirements.

Operational Impacts

The project would result in an increase of impervious surfaces which would increase stormwater runoff; however, this runoff would be captured and conveyed to the storm drain system through a curb/gutter. The project would be required to implement a Water Quality Management Plan (WQMP), pursuant to the requirements of the City's NPDES permit. The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including a contained, on-site wastewater treatment plant) and programmatic controls to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the project does not violate any water quality standards or waste discharge requirements during long-term operation.

The WQMP would identify structural and programmatic controls as well as BMPs to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged. Mandatory compliance with the WQMP BMPs would ensure that the project does not violate water quality standards or waste discharge requirements during long-term operation. Therefore, water quality impacts associated with long-term operation of the project would be less than significant and no mitigation is required.

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

Less Than Significant Impact. Water for the project would be provided by Fontana Water Company (FWC). According to FWC's most recent Urban Water Management Plan (UWMP), FWC provides water to approximately 52 square miles, which includes the majority of the City as well as parts of the Cities of Rialto and Rancho Cucamonga in addition to unincorporated areas of San Bernardino County.[43] FWC's water supply sources include groundwater, local surface water, and imported surface water.[44] Therefore, a portion of the project's water supplies would include groundwater supplies.

The project's construction-related activities are not anticipated to have a significant impact on groundwater supplies because these impacts are short term and do not consist of water-

[43] Fontana Water Company, 2016, Urban Water Management Plan, Figure 3-1, 2017.
[44] Fontana Water Company, 2016, Urban Water Management Plan, p 6-1.

intensive activities that could, ultimately, draw down supplies of groundwater. FWC has sufficient water supply to meet existing and projected demands, which includes the project's operational water demand.[45] Therefore, the project would not have a significant impact on groundwater supply.

The project site is underlain by the Chino Basin, which is fully adjudicated and managed by the Chino Basin Watermaster. Stormwater capture and infiltration occurs at 18 recharge basins in the Chino Basin. The project would not interfere with groundwater recharge activities associated with these facilities such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table, as the project is not located in one of the Chino Basin's 18 groundwater recharge areas.[46]

A WQMP was prepared for the project and identifies the major proposed site design and low-impact development (LID) BMPs and other anticipated water quality features that impact site planning. The WQMP specifically identifies all BMPs incorporated into the final site design and establishes targets for post-development hydrology based on performance criteria specified in the MS4 permit. These targets include runoff volume for water quality control (referred to as LID design capture volume) and runoff volume, time of concentration, and peak runoff for protection of any downstream water body segments with hydrologic conditions of concern. Stormwater would be collected from impervious areas and directed to the underground infiltration chamber for both stormwater filtration and recharge opportunities. Thus, the reduction in permeable surfaces which would occur as a result of project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

c)i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. There are no natural drainage courses located on-site and the site is relatively flat. Because the proposed project would involve the exposure of large areas of soil during project construction, the appropriate soil erosion and control techniques would be employed in conformance with the Construction BMP Handbook.[47]

[45] Fontana Water Company, 2016, Urban Water Management Plan, Tables 6-1 and 6-2.

[46] Chino Basin Watermaster, 2019, Maximum Benefit Annual Report, Figure 2-4: Chino Basin Recharge Basins.

[47] California Stormwater Quality Association (CASQA) develops and publishes four Best Management Practices (BMP) Handbooks including the Construction BMP Handbook, which is considered the industry standard in construction BMPs for stormwater quality. https://www.casqa.org/resources/bmp-handbooks

The proposed project would include the development of a storm drainage system consistent with City requirements and California Storm Water Quality Association (CASQA) New Development BMP Handbook SD-13 to convey stormwater runoff to the mainline storm drain system. Stormwater management practices as required under Fontana Municipal Code, Section 28-111 would further reduce any impacts to a less than significant level. In addition, the proposed on-site underground detention/infiltration chamber would limit the release of stormwater from the site, thereby minimizing the potential for flooding to occur on-site or off-site. Due to the site's storm drain system design and the implementation of the BMPs, impacts would be less than significant.

c)ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The project site does not include any streams or rivers that could be altered by the proposed project. In addition, the proposed on-site underground detention/infiltration chamber would limit the release of stormwater from the site, thereby minimizing the potential for flooding to occur on-site or off-site. Therefore, impacts would be less than significant.

c)iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The project site does not include any streams or rivers that could be altered by the project. Additionally, on-site stormwater runoff associated with the project would be minimized, treated, and/or directed as required by state and local laws and regulations, which includes the required adherence to an SWPPP and WQMP. As discussed above under **Impact X.a)**, the project would not be a substantial source of polluted runoff. Therefore, impacts would be less than significant.

c)iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Less Than Significant Impact. The project site is relatively flat. The proposed project would include the development of a storm drainage system consistent with City requirements to convey stormwater runoff to the mainline storm drain system, as required under Fontana Municipal

Code Section 28-111. This would ensure the proposed on-site catch basin would limit the release of stormwater from the site, thereby minimizing the potential for impediment or redirecting flood flows. Therefore, impacts would be less than significant.

d) *Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No Impact. The project site is located approximately 42 miles from the Pacific Ocean. Given the distance from the coast, the potential for the project site to be inundated by a tsunami is negligible. There are no enclosed water bodies (e.g., lakes or reservoirs) that could subject to seiche. No steep slopes are located in the project vicinity; therefore, the risk of mudflow is also negligible. In addition, the project is not located within a flood hazard area as identified by the Federal Emergency Management Agency (FEMA).[48] Therefore, no impacts associated with the risk of pollutant release due to inundation are anticipated to occur.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact. No potable groundwater wells are proposed as part of the project. The proposed project would be served with potable water by the FWC. Domestic water from this service provider is supplied via the groundwater from multiple sources. This includes the Chino Groundwater Basin, the Rialto Groundwater Basin, the Lytle Groundwater Basin, and the No Man's Land Groundwater Basin. These sources provide the City with most of its water needs, with room for expansion. All municipal water entities that exceed their safe yield incur a groundwater replenishment ligation, which is used to recharge the groundwater basin with State Water Project. Thus, the project's demand for domestic water service would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Although the project would result in additional impervious surfaces on-site, the project would not interfere with groundwater recharge because measurements conducted 1.25 miles northeast of the project site reported a depth to groundwater at approximately 200 to 275 feet below the surface.[49] This would tend to limit recharge under existing conditions. In addition, stormwater would be collected from impervious areas and directed via curb and gutter to the underground infiltration chamber for both stormwater filtration and recharge opportunities. Therefore, the proposed project would not significantly impact local groundwater recharge. Impacts would be less than significant.

[48] Federal Emergency Management Agency, 2008, Flood Map 06071C8654H.
[49] Pinnacle Environmental Inc. 2020, Phase I Environmental Site Assessment, p. 11-12.

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING: *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

The proposed project consists of the construction of a gated community with 53 single-family detached residential units and associated infrastructure and improvements, including private roads, sidewalks, landscaping, utilities, a park, and parking. The project site is surrounded by existing residences.

The proposed project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. In addition, the proposed project is consistent with the surrounding land uses and would not divide an established community. Therefore, there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As discussed above, the proposed project seeks to develop 53 single-family detached residential units on the project site. In order to develop the site as a residential community, the project would require the approval of the following:

- General Plan Amendment No. 20-015. The project includes a proposal to change the General Plan land use designation from Single Family Residential (R-SF) to Medium Density Residential (R-M).

- Zone Change No. 20-015. The project includes a proposal to change the zoning designation from Single Family Residential (R-1) to Medium Density Residential (R-2).
- Tentative Tract Map No. 20358 (TTM20-006) is a request to subdivide 9 gross acres into 53 single-family residential lots with private internal streets, street lighting, sewer, water, and perimeter block wall, and for the City to vacate 400 square feet of public roadway for the public good.
- Design Review No. 20-028. The project is required to submit plans to the City to determine that the project meets the City's design guidelines.

The proposed residential development is consistent with the proposed General Plan Amendment and Zone Change with approval by the City Council. Furthermore, the project-level review of the project includes a site design review for compliance with site-specific development standards, as outlined in the Fontana Municipal Code, Chapter 30, Fontana Zoning and Development Code and other applicable ordinances. Following the approval of the above actions, the proposed project would not conflict with any land use plan, policy, or regulation, nor would it result in negative environmental effects as a result as evidenced by policy reviews assessed throughout this Initial Study. Therefore, the project would have a less than significant impact.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES: *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. According to the General Plan Conservation, Open Space, Parks and Trails Element (Chapter 7), the most significant mineral resources in the city are sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills. Historical uses of the project site have not included mineral extraction, nor does the project site currently support mineral extraction. In addition, the project does not propose any mineral extraction activities. The project proposes land use changes to support the subsequent construction of a residential community in a location surrounded by existing residential uses. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, and the impact would be less than significant.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less Than Significant Impact. According to the General Plan Conservation, Open Space, Parks and Trail Element, the project site has not been identified as a locally important mineral resource recovery site in the General Plan. Furthermore, there are no mineral resource recovery sites on or near the project area. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and the impact would be less than significant.

XIII. Noise

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE: *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Fundamentals of Sound and Environmental Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or

vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are several metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period is often evaluated based on the day-night sound level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10 dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light- and medium-density residential areas range from 55 dBA to 65 dBA.

It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Federal Regulations

U.S. Environmental Protection Agency Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise. The U.S. Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dB L_{dn} as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State Regulations

State Office of Planning and Research Noise Element Guidelines. The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). ***Table 10, Land Use Compatibility for Community***

Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 10: Land Use Compatibility for Community Noise Environments

Land Use Category	**Community Noise Exposure (L_{dn} or CNEL, dBA)**			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging - Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: Office of Planning and Research, *2017 General Plan Guidelines*, Appendix D: Noise Element Guidelines, 2017.

The *Transportation and Construction Vibration Guidance Manual* prepared by the California Department of Transportation (Caltrans) identifies various vibration damage criteria for different building classes. As the nearest structures to project construction are residences, the

architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second peak particle velocity (PPV) is utilized.[50]

Local

City of Fontana General Plan Update 2015-2035. The purpose of the City of Fontana General Plan Noise and Safety Element is to identify potential noise problems in the community and provide an integrated approach to regulating noise.

Goal 8	The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.
Policy 8.1	New sensitive land uses shall be prohibited in incompatible areas.
Policy 8.2	Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise producing, such as transportation corridors.
Policy 8.3	Where sensitive uses are to be placed along transportation routes, mitigation shall be provided to ensure compliance with state-mandated noise levels.
Policy 8.4	Noise spillover or encroachment from commercial, industrial, and education land uses shall be minimized in adjoining residential neighborhoods or noise-sensitive uses.
Goal 9	The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on residents through 2035.
Policy 9.1	All noise sections of the State Motor Vehicle Code shall be enforced.
Policy 9.2	Roads shall be maintained such that the paving is in good condition and free from cracks, bumps, and potholes.
Policy 9.3	Noise-mitigation measures shall be included in the design of new roadway projects in the city.
Goal 10	City of Fontana residents are protected from the negative effects of "spillover" noise.

[50] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, April 2020.

Policy 10.1 Residential land uses and areas identified as noise-sensitive shall be protected from excessive noise from non-transportation sources, including industrial, commercial, and residential activities and equipment.

City of Fontana Municipal Code

Chapter 18, Article II. Section 18-63. – Prohibited Noises

(b) The following acts, which create loud, excessive, impulsive or intrusive sound or noise that annoys or disturbs persons of ordinary sensibilities from a distance of 50 feet or more from the edge of the property, structure or unit in which the source is located, are declared to be in violation of this article.

Section 18-63(b)(7) Construction or repairing of buildings or structures. The erection (including excavating), demolition, alteration or repair of any building or structure other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or structure or the excavation of streets and highways within the hours of 6:00 p.m. and 7:00 a.m., and if he shall further determine that loss or inconvenience would result to any party in interest, he may grant permission for such work to be done on weekdays within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work.

Section 18-63(b)(8) Noise near schools, courts, place of worship or hospitals. The creation of any loud, excessive, impulsive or intrusive noise on any street adjacent to any school, institution of learning, places of worship or court while the premises are in use, or adjacent to any hospital which unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital; provided conspicuous signs are displayed in such streets indicating that the street is a school, hospital or court street.

Chapter 30, Article V. Division 6, Sec. 30-469. – Noise

(a) No use shall create or cause to be created any sound that exceeds the ambient noise standards outlined in ***Table 11, Noise Standards***.

(b) No use shall create or cause creation of noise from a portable electronic device such as a car stereo, portable radio and/or cassette/compact disc player or similar device which exceeds the ambient noise standards outlined in ***Table 11***.

Table 11: Noise Standards

Location of Measurement (All Residential Zoning Districts)	Maximum Allowable	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Interior	45 dB	45 dB
Exterior	65 dB	65 dB
Source: Fontana Municipal Code, Chapter 30, Article V. Division 6, Sec. 30-182. - Noise		

Chapter 30, Article V. Division 6, Sec. 40-470. - Vibration

No use shall create or cause to be created any activity that causes a vibration that can be felt beyond the property line with or without the aid of an instrument.

EXISTING CONDITIONS

Stationary Sources

The project area is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, commercial uses, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short term, or long term/continuous noise.

Mobile Sources

Vehicle-related mobile noise is the most common source of noise in the site vicinity. The majority of existing noise in the project area is generated from vehicle sources along Poplar Avenue, Orchid Avenue, and Catawba Avenue.

Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the project site, three noise measurements were taken on January 14, 2021; refer to ***Table 12, Noise Measurements***. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 10:00 a.m. and 11:00 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 12: Noise Measurements

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Time
1	Athol Street cul-de-sac.	58.4	45.2	77.5	112.0	10:05 a.m.
2	Hibiscus Street and Catawba Avenue intersection.	59.8	46.2	82.3	104.5	10:37 a.m.

Source: Michael Baker International, January 14, 2021.

Meteorological conditions were clear skies, warm temperatures, with strong wind speeds (0 to 15 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in **Appendix G**, *Noise Data*.

Discussion

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction Impacts

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., demolition, grading, paving, building construction, and architectural coatings). Noise generated by construction equipment, including graders and concrete saws, can reach high levels. During construction, exterior noise levels could affect residential neighborhoods in the vicinity of the construction site. Specifically, project construction could occur as close as approximately five feet from existing residential uses along Orchid Avenue and Athol Street.

Construction activities would occur over approximately 10 months and would include demolition, grading, paving, building construction, and architectural coatings. Typical noise levels generated by project construction equipment are shown in ***Table 13, Maximum Noise Levels Generated by Construction Equipment***.

Table 13: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor1	Lmax at 5 Feet (dBA)	Lmax at 50 Feet (dBA)
Concrete Mixer Truck	40	99	79
Backhoe	40	98	78
Excavator	40	101	81
Grader	40	105	85
Paver	50	97	77
Roller	20	100	80
Scrapers	40	105	85
Tractor	40	104	84
Water Truck	40	100	80

Notes: dBA = A-weighted decibels; L_{max} = Maximum Sound Level

1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

As shown in ***Table 13***, construction-generated noise levels would range from 97 dBA to 105 dBA at the nearest sensitive receptors located approximately five feet away from construction activities. It should be noted that the noise levels identified in ***Table 13*** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Additionally, construction would occur across the entire project site and would not be localized to this sensitive receptor distance. Further, the City's Noise Ordinance does not have specific construction noise limits. In addition, all construction activities would comply with the City's Municipal Code which limits construction to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, except in cases of emergency. Therefore, noise impacts from short-term construction activities would be less than significant.

Operational Impacts

Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed

land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[51] Based on traffic data provided by the City of Fontana, the proposed project is projected to generate a total of approximately 491 trips per day.[52] As shown in ***Table 14, Existing and Project Traffic Volumes***, existing average daily traffic (ADT) volumes in the vicinity of the proposed project ranges from approximately 2,304 to 4,167 vehicles per day. As such, the project's trip generation (approximately 491 trips per day) would not double existing traffic volumes and an increase in traffic noise along local roadways would be imperceptible. Therefore, project-related traffic noise would be less than significant.

Table 14: Existing and Project Traffic Volumes

Segment	Existing[1]	Project[2]	Doubling of Traffic Volumes?
Daily Trips			
Catawba Avenue (Merrill Avenue to Valley Boulevard)	3,854	491	No
Catawba Avenue/Hawthorne Avenue Intersection	4,167	491	No
Poplar Avenue/Hibiscus Street Intersection	2,304	491	No
Poplar Avenue/Pine Avenue Intersection	2,391	491	No
Notes: 1. Existing Daily Trips are expressed as average daily traffic (ADT) along each segment. 2. Project Daily Trips are measured in total trips per day generated by the proposed project.			
Source: 1. Traffic data provided by the City of Fontana via email on February 22, 2021 and March 9, 2021.			

Stationary Noise Impacts

Stationary noise sources associated with the project would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, etc.). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation.

[51] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on January 25, 2021.

[52] Traffic data provided by the City of Fontana via email on February 22, 2021.

Mechanical Equipment

The project would include heating, ventilation, and air conditioning (HVAC) units located at the exterior of the proposed single-family homes on the ground level. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source.[53] The closest potential distance between on-site HVAC units and the nearest sensitive receptor (a residence to the north of the project site, along Orchid Avenue), would be approximately 30 feet. At this distance, HVAC noise levels would approximately 59 dBA assuming no attenuation from intervening structures, walls, sound propagation, etc. However, the project's proposed six (6) foot perimeter block wall would separate the proposed project site and the nearest sensitive receptors, which would result in a noise level reduction of at least 10 dBA.[54] Therefore, exterior HVAC noise levels would be reduced to approximately 49 dBA at the nearest sensitive receptors. Further, interior HVAC noise levels would be approximately 29 dBA assuming a 20-dBA outdoor-indoor noise attenuation rate.[55] Therefore, HVAC noise levels would not exceed the City's exterior (i.e., 65 dBA) or interior (i.e., 45 dBA) residential noise standards. Therefore, this would be a less than significant impact.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in ***Table 15, Typical Noise Levels Generated by Parking Areas***.

Table 15: Typical Noise Levels Generated by Parking Areas

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}

Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.

[53] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

[54] National Cooperative Highway Research Program (NCHRP), Synthesis *of Highway Practice 87, Highway Noise Barriers*, December 1981, http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_syn_87.pdf, accessed January 25, 2021.

[55] U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009, page 14.

The project would provide 106 garage parking spaces and 106 driveway parking spaces. Impacts associated with the garage parking spaces would be considered minimal since the parking area would be enclosed within a structure. The proposed driveway parking spaces would be located further than 50 feet from the nearest sensitive receptors. As such, noise levels associated with driveway parking spaces would range from approximately 53 to 61 dBA; refer to ***Table 15***. However, an approximate 6-foot-high masonry wall would separate the proposed project site and the nearest sensitive receptors, which would result in a noise level reduction of at least 10 dBA.[56] Therefore, noise levels associated with driveway parking spaces would be reduced to approximately 43 to 51 dBA at the nearest sensitive receptors. As depicted in ***Table 15***, ambient noise levels in the project vicinity range from 58.4 to 59.8 dBA. Therefore, noise levels associated with driveway parking spaces would not exceed ambient noise levels. Additionally, the proposed parking activities would not result in substantially greater noise levels than currently exist in the vicinity. Further, parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in ***Table 15***. Impacts would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Caltrans' *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second PPV. As the nearest structures to project construction are residences, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the

[56] National Cooperative Highway Research Program (NCHRP), Synthesis *of Highway Practice 87, Highway Noise Barriers*, December 1981, http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_syn_87.pdf, accessed January 25, 2021.

threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration would be generated during the paving construction phase due to the operation of a vibratory roller. Based on the Federal Transit Administration (FTA) data, vibration velocities from vibratory roller operations would be 0.293 inch-per-second PPV at 20 feet from the source of activity.[57] As such, structures located greater than 20 feet from vibratory roller operations would not experience groundborne vibration above the Caltrans significance threshold (i.e., 0.3 inch-per-second PPV). All residential structures surrounding the project site would be located further than 20 feet from vibratory roller operations with the exception of residential structures located along Poplar Avenue and Athol Street (APNs 0233-122-62, 0233-321-07, 0233-321-06, 0233-321-05, 0233-381-04, and 0233-381-03). Vibration velocities from vibratory roller operations within 20 feet of these structures would exceed the Caltrans significance threshold. Therefore, groundborne vibration generated from vibratory roller operations would be considered potentially significant. Mitigation Measure NOI-1 would be required to reduce vibration impacts to a less than significant level. Mitigation Measure NOI-1 would require the use of a static (non-vibratory) roller, as an alternative to vibratory rollers, within 20 feet of the residential structures to ensure vibration levels would not exceed the 0.3 inch-per-second PPV significance threshold. Thus, impacts would be less than significant with implementation of Mitigation Measure NOI-1.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the project site is the Ontario International Airport located approximately seven miles to the southwest. Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures

NOI-1: Paving Control Plan

Prior to the initiation of construction, the project applicant shall prepare a paving control plan to ensure that the paving process does not result in damage to nearby residential structures. The paving control plan shall be subject to the Building and Safety Department's approval prior to issuance of a grading permit. To reduce groundborne

[57] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

vibration levels, the paving control plan shall stipulate that static (non-vibratory) rollers shall be used as an alternative to vibratory rollers within 20 feet of residential structures located along Poplar Avenue and Athol Street (APNs 0233-122-62, 0233-321-07, 0233-321-06, 0233-321-05, 0233-381-04, and 0233-381-03). Vibratory roller operations shall be prohibited within 20 feet of APNs 0233-122-62, 0233-321-07, 0233-321-06, 0233-321-05, 0233-381-04, and 0233-381-03.

XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING: *Would the project:*				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The project proposes to change the General Plan land use designation of the project site from Single-Family Residential (R-SF) to Medium-Density Residential (R-M) and proposes to change the zoning designation of the project site from Single-Family Residential (R-1) to Medium-Density Residential (R-2).

The project proposes a density of 6.0 du/ac, which is consistent with Medium-Density Residential (R-2) zoning, which would be the applicable zoning of the site once the Zone Change is approved. The R-2 zoning allows for single-family detached housing up to 7.6 du/ac and single-family attached or multi-family housing up to 12 du/ac. The proposed project would include 53 single-family detached residential units on a project site of 9.2 acres. The most recent data from the California Department of Finance estimates that there are 4.12 persons per household in the City of Fontana.[58] Therefore, the population would increase by approximately 218 move-in residents resulting from development of the proposed project. The proposed General Plan Amendment would result in unplanned population growth within the project area; however, the estimated 218 persons do not constitute a substantial increase that cannot be supported by existing infrastructure and community services. Furthermore, the site is surrounded by existing development and would not require the extension of roads

[58] California Department of Finance. 2019. E-1 Populations and Housing Estimates for Cities, Counties and the State.

or infrastructure that would, in turn, accommodate future growth elsewhere. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The proposed 53-unit residential development would be constructed on both vacant land and land already developed with one single-family residence with various outbuildings. Because the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, there would be no impact.

XV. Public Services

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
ii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

a)i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Less Than Significant Impact. Fire protection and emergency response services for the project area are provided by the Fontana Fire Protection District (FFPD), which is part of the San Bernardino County Fire Department. The FFPD currently operates six fire stations. The nearest fire station to the project site is San Bernardino County Fire Station Number 72, located 0.85 miles southwest of the project site at 15380 San Bernardino Avenue.

Implementation of the proposed project would increase the demand for fire protection services in the project vicinity. However, the project would be developed in accordance with applicable city, county, and state regulations, codes, and policies pertaining to fire hazard reduction and protection. The proposed project would be designed and constructed within CBC standards. In addition, to protect the health, safety, and general welfare of the City's populations, the City has established a fire/police protection facilities fee that is charged to all new development within

the City's boundaries. Continuous fire access roadways and public hydrants are provided throughout the project site to allow adequate emergency service. The facility fees associated with the proposed project would help the City provide fire services at the project site and finance new fire stations and equipment.

In addition, based on the proximity of the project site to existing FFPD facilities and the fact that the project site is already within the FFPD's service area, the proposed project would not affect response times or service ratios, alter or increase the demand for fire protection services, or require the construction of additional fire facilities. Impacts would be less than significant.

a)ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less Than Significant Impact. Police protection for the project area is provided by the Fontana Police Department (FPD). The FPD operates out of its headquarters located at 17005 Upland Avenue, approximately 1.6 miles northeast of the project site. Similar to fire protection services, the project site is already located within the FPD's service area. The population is expected to increase by approximately 218 residents. However, this amount is considered minimal in size with regard to impacting police services and would not require further in-depth analysis of the project's impact on police services as would otherwise be required for larger residential development projects (i.e., Specific Plan). Furthermore, the amount of contribution and payment of development impact fees would be calculated based on the size and number of residences in the project and would provide sufficient funding to maintain adequate police services and facilities throughout the City. Therefore, impacts would be less than significant.

a)iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Less Than Significant Impact. The project site is located within the boundaries of the Fontana Unified School District. The nearest elementary school, West Randall Elementary School, is located approximately 1,000 feet southwest of the project site at 15620 Randall Avenue. The nearest middle school, Sequoia Middle School, is located approximately 0.9 miles southwest of the project site at 9452 Hemlock Avenue. The nearest high school, Fontana High School, is located approximately 0.5 miles southeast of the project site at 9453 Citrus Avenue.

Development of the project would increase the enrollment rate at each of these schools due to the anticipated population increase of 218 persons. As previously discussed, the project applicant would be required to pay development fees that would be dispersed to the school district to offset any potential impacts. Therefore, impacts would be less than significant.

a)iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Less Than Significant Impact. The project being a small residential in-fill development, would not result in the need for new or expanded park facilities. The closest existing park to the project site is Jack Bulik Park at 16581 Filbert Avenue, approximately 0.9 miles southeast of the project site. In addition, to maintain the quality of life of the City's populations, the City has established a Park Development fee that is charged to all new residential development within the City's boundaries. According to the City's most recent fee schedule for new development, for each new single-family home, a $6,633 fee is charged to maintain existing parks and fund new parks.[59] Therefore, impacts would be less than significant.

a)v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Less Than Significant Impact. Other public facilities throughout the City would not be adversely impacted by the project. The project would change the existing land use and zoning designation and incorporate the project area into the R-2 zone. Upon approval of the General Plan Amendment and Zone Change, the residential development would be consistent with the local zoning requirements and City Zoning Maps. The project would result in a nominal population increase of approximately 218 persons. As such, project buildout is expected to marginally impact other public facilities. No additional public facilities are required for the project to accommodate the additional residents. An increase in demand for the City's existing facilities would be less than significant and are offset by the payment of development impact fees. Therefore, impacts would be less than significant.

[59] City of Fontana, Development Impact Fees, 2020 Fee Schedule, accessed December 21, 2020, https://www.fontana.org/DocumentCenter/View/27749/Development-Impact-Fees-063020?bidId=,

XVI. Recreation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The project would not result in the physical deterioration of parks or other recreational facilities**.** The City has 23 neighborhood parks, 12 community parks, and Martin-Tudor-Jurupa Hills Regional Park, which includes 780 acres of open space. The closest existing park to the project site is Jack Bulik Park at 16581 Filbert Avenue, approximately 0.9 miles southeast of the project site. As discussed in Response XVa)iv) above, the City has established a park development fee of $6,633 per single-family home to maintain existing parks and fund new parks. Impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there would be no impact.

XVII. Transportation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION: *Would the project:*				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Focused Traffic Study* prepared by TJW Engineering (June 19, 2023), provided as **Appendix H** of this IS/MND and incorporated herein by reference.

Discussion

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

Less Than Significant Impact.

Circulation System

Regional access to the project site is provided by I-10 and SR-210, located approximately 1.5 miles to the south and approximately 3.2 miles to the north of the project site, respectively. Other facilities that provide regional access to the site include I-15, approximately 4.7 miles west.

Poplar Avenue, which runs along the western edge of the project site, and Catawba Avenue, which runs along the eastern edge of the project site, are both identified as collector streets. Randall Avenue, an east-west oriented roadway located approximately 0.25-mile south of the project site, is identified as a modified secondary highway.[60] There are no existing bike lanes in

[60] Fontana, General Plan Update, Community Mobility and Circulation Element (Chapter 9), Exhibit 9.2: Hierarchy of Streets in Fontana.

the project area.[61] There are existing sidewalks along all roadways adjacent to the project site including Poplar Avenue, Catawba Avenue, Orchid Avenue and Athol Street.[62]

Site Circulation

Access to the residential development would be from just south of Orchid Avenue, which would be gated and would lead to a private street network that traverses the site and joins the intersection of Hibiscus Street and Catawba Avenue. The residential development would be supported by internal private streets.

Project Trip Generation

The City of Fontana has determined that a project-specific traffic analysis is not warranted for the proposed project because the project would generate less than 50 peak hour trips. However, as part of the air quality modeling program used to conduct the project's air quality analysis, default trip generation estimates were developed for the project. According to the *Focused Traffic Study* prepared for the project, the project would generate a total of 36 a.m. peak hour trips and 49 p.m. peak hour trips, for a total of 491 daily trips. These estimates are considered to be nominal in terms of additional traffic that would be generated by the proposed project, and it is not expected that a conflict with circulation policies would result with project implementation.

In addition, the proposed project would be required to comply with any applicable traffic and circulation regulations set forth by the City. With adherence to any relevant circulation regulations, the project would have a less than significant impact on circulation policies.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 generally requires that transportation impacts of projects be evaluated based on the vehicle miles traveled (VMT) attributed to the project. Based on the City of Fontana's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (October 2020), screening criteria can be utilized to effectively screen projects from project-level VMT assessment. The guidelines identify that projects which generate less than 500 net average daily trips would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Because the project generates 491 net average daily trips, the project is presumed to have a less than significant impact on VMT and no further VMT analysis is required.

[61] Fontana, General Plan Update, Community Mobility and Circulation Element (Chapter 9), Exhibit 9.3: Mobility.
[62] Fontana, General Plan Update, Community Mobility and Circulation Element (Chapter 9), Exhibit 9.4: Sidewalk Connectivity in Fontana.

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

Less Than Significant Impact. The design features of the proposed project do not incorporate any hazardous or incompatible features. The internal traffic circulation on the project site would not include sharp turns, and the drive aisles/fire lanes within the project site have been designed to be both efficient and safe for vehicular traffic. Specifically, the project would implement the following public right-of-way improvements and street dedications, which would be required to obtain a separate Engineering Division permit prior to project approval:

- Improve Orchid Avenue (which borders the project site to the north for approximately 500 linear feet at the northwestern boundary) as part of the project site frontage;
- Half-width dedication of 33 feet along Poplar Avenue; and
- Half-width dedication of 34 feet along Catawba Avenue.

Additionally, the project would not be an incompatible use, nor would it be hazardous due to its design. Therefore, the impact would be less than significant impact.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The project is located approximately 0.25-mile west of Citrus Avenue, which is a designated local truck route and can accommodate a large amount of traffic during an emergency. During project construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. In addition, the proposed project has been designed with two separate ingress/egress points, one on Orchid Avenue and the other on Catawba Avenue. On-site circulation has also been designed to allow for maneuvering of emergency vehicles (e.g., fire trucks) and to allow for emergency access onto the project via issuance of transponders to the Fire Department for automatic opening of gated entrances. The nearest fire station to the project site is San Bernardino County Fire Station Number 72, located 0.85 miles southwest of the project site at 15380 San Bernardino Avenue. The project does not include any land uses or off-site improvements that would result in inadequate emergency access. Therefore, the impact would be less than significant impact.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The information, analysis, and findings in this section are the result of government-to-government consultation pursuant to the requirements of Public Resources Code Section 21080.3.1(b).

Discussion

a)i) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical

Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact With Mitigation Incorporated. The response to **D.XVIIIa)i** is combined with the response to **D.XVIIIa)ii,** below.

a)ii) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. In December 2020, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City sent letters consistent with SB 18 and requested consultation from the following tribes: the Gabrielino-Tongva Tribe, the San Manuel Band of Mission Indians, the Serrano Nation of Mission Indians, the Gabrielino Tongva Indians of California Tribal Council, the Gabrielino/Tongva Nation, the Morongo Band of Mission Indians, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Gabrieleno Band of Mission Indians–Kizh Nation, and the San Fernando Band of Mission Indians.

The Gabrieleño Band of Mission Indians–Kizh Nation requested consultation. The consultation for AB 52 and SB 18 occurred on February 23, 2021. The Gabrieleño Band of Mission Indians–Kizh Nation was provided with the City's standard conditions to reduce potential impacts to Tribal Cultural Resources associated with inadvertent discovery during project construction, as discussed in Mitigation Measure TCR-1, below. No other tribes responded to the AB 52 or SB 18 requests for consultation.

Mitigation Measures

TCR-1: Tribal Cultural Resource Discovery

Upon discovery of any cultural tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All cultural tribal and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request

preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place.

Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water

The water service provider to the project site is the FWC. The proposed project would require water for residents and the irrigation of landscaped areas. According to water demand projections included in FWC's most recent UWMP, a baseline demand of 165 gallons per capita per day (GPCD) was used to project future water demands from 2025 through 2045. Based on the anticipated population increase of approximately 218 residents resulting from development of the proposed project, the water demand associated with the project would be 13,129,050 gallons per year (35,970 gallons per day) or 40.3 acre-feet per year.

Water for the project would be provided by the FWC and would connect to the existing water main. An expansion of off-site water facilities would not be required to serve the proposed project and the impact would be less than significant.

Wastewater Treatment

The IEUA provides wastewater treatment service throughout the City. The IEUA currently operates four regional wastewater treatment facilities: Regional Plant (RP)-1, RP-4, RP-5, and Carbon Canyon Wastewater Reclamation Facility. The City is located within the RP-1 service area. According to the IEUA's most recent UWMP, RP-1 has a rated permitted treatment capacity of 44 million gallons per day and is currently treating an average of 28 million gallons per day, which is only 65 percent of its capacity.[63]

The proposed 53 single-family detached homes are estimated to generate a combined total of 12,220 gallons of wastewater per day, based on a wastewater generation rate of 260 gallons per day per household.[64] This wastewater generation amounts to approximately 0.07 percent of RP-1's additional 16 million gallons per day surplus, representing a nominal increase in the amount of wastewater treated daily by the wastewater treatment plant. Therefore, impacts associated with wastewater treatment requirements and capacity would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The project site is surrounded by residential development. These areas require access to electric power provided by Southern California Edison (SCE), natural gas provided by Southern California Gas Company, and telecommunications facilities provided by various companies. Due to the close proximity of the project site to existing electric power, natural gas, and telecommunications

[63] Inland Empire Utilities Agency, 2016, Urban Water Management Plan.
[64] Sanitation Districts of Los Angeles County, n.d., Will Serve Program, Table 1: Loadings for Each Class of Land Use, accessed January 4, 2021, at https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531.

facilities, substantial expansion of such utilities would not be required to serve the proposed project. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. As discussed above, water for the project would be provided by the FWC. According to the 2020 UWMP, the FWC has sufficient water supplies to serve the project. Domestic water supplies from this service provider are reliant on groundwater from the Chino Groundwater Basin, the Rialto Groundwater Basin, the Lytle Basin, and the No Man's Land Basin. The FWC also relies on surface water sourced from Lytle Creek. Based on information in the 2020 UWMP, the FWC is anticipated to have 51,943 acre-feet of water supply in 2045.[65] The FWC has determined that, with a reduction in demand as a result of water conservation, the FWC's single dry year and multiple dry year supplies are adequate to meet projected demands through 2040.

In addition, based on the 2020 UWMP per capita water usage calculation of 149 gallons per person per day and a project population increase of approximately 218 additional residents within the City, the proposed project would result in an operational water demand of 11,855,930 gallons per year or 36.4 acre feet per year.[66] As such, the impact would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in **Impact XIX.a)**, there are sufficient wastewater treatment facilities and capacity to service the project. A less than significant impact would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Implementation of the project is anticipated to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. Solid waste service for the City of Fontana is provided by the Mid-Valley Sanitary Landfill, located in the northern portion of the City. According to CalRecycle, the Mid-Valley Sanitary Landfill has a maximum throughput of 7,500 tons per day, a maximum permitted capacity of approximately 101.3 million cubic yards, and a remaining capacity of approximately 67.52 million cubic yards. The landfill has an expected

[65] San Gabriel Valley Water Company – Fontana Division, 2020 Urban Water Management Plan, Section 6.9, Summary of Existing and Planned Sources of Water, pp. 6-27 through 6-29.

[66] San Gabriel Valley Water Company – Fontana Division, 2020 Urban Water Management Plan, Section 5.6, 2020 Compliance Daily Per Capita Water Use, p. 5-4.

operational life through 2033 with the potential for vertical, or downward, expansion.[67] For these reasons, the proposed project's solid waste disposal needs are anticipated to be met by the Mid-Valley Sanitary Landfill. The project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure and this would be a less than significant impact.

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

No Impact. As discussed under **Impact XIX.d)**, the proposed project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, the project would comply with all federal, state, and local regulations regarding solid waste and no impact would occur.

[67] CalRecycle, SWIS Facility Detail, Mid-Valley Sanitary Landfill (36-AA-0055), accessed December 18, 2020. https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055/.

XX. Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE: *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire Protection Fire and Resource Assessment Program, the project site is not located in or near a State Responsibility Area (SRA).[68] The nearest SRA to the project site is located 4.5 miles north. In addition, as an

[68] California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, State Responsibility Area Viewer, accessed December 18, 2020, https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/, and https://calfire-forestry.maps.arcgis.com/home/webmap/viewer.html?webmap=73510b7d74ee410fbfd9e73725ddad04.

urbanized area, the project site does not contain lands classified as very high fire hazard severity zones. The project site is served by the FFPD, and the nearest fire station to the project site is San Bernardino County Fire Station Number 72, located 0.85 miles southwest of the project site at 15380 San Bernardino Avenue. Project development would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As stated in **Impact XX.a)**, the project site is not located in or near an SRA and does not contain lands classified as very high fire hazard severity zones. The project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. Therefore, there would be no impact.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As mentioned in **Impact XX.a)**, the project site is not located in or near an SRA and does not contain lands classified as very high fire hazard severity zones. The proposed project would include construction of 53 single-family detached homes and associated infrastructure. Construction and operation of the proposed project would not increase the risk of fire. Therefore, there would be no impact.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As mentioned **in Impact XX.a),** the project site is not located in or near an SRA and does not contain lands classified as very high fire hazard severity zones. The project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there would be no impact.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section IV, Biological Resources, the proposed project would not have the potential to: degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare,

threatened species. With implementation of Mitigation Measures BIO-1 (Nesting Bird Surveys) and BIO-2 (Burrowing Owl Surveys), impacts would be reduced to a less than significant level. In addition, as indicated in Section V, Cultural Resources, all impacts relative to cultural resources were found to be less than significant and no mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. In accordance with CEQA Guidelines Section 15183, this environmental analysis was conducted to determine if there were any project-specific effects that are peculiar to the project or its site. No project-specific significant effects peculiar to the project or its site were identified that could not be mitigated to a less than significant level. The project would not induce substantial population growth or significant traffic volumes. The project would contribute to environmental effects in the areas of biological resources, geology and soils, hazardous materials, noise, and tribal cultural resources. However, these would not be cumulatively considerable, since they are site specific. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project, with implementation of mitigation measures incorporated herein, would not have the potential to cause impacts that are cumulatively considerable. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be less than considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Therefore, the project does not have impacts that are individually limited, but cumulatively considerable.

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

Less Than Significant Impact With Mitigation Incorporated. Given the scope and nature of the proposed project, project implementation would not result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. Compliance with applicable existing laws and regulations and implementation of recommended mitigation measures as prescribed in this document would ensure that the project would not result in substantial adverse effects on human beings. Therefore, impacts would be less than significant and no additional mitigation measures are required.

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