

City of Rancho Cucamonga ENVIRONMENTAL CHECKLIST FORM INITIAL STUDY PART II

City of Rancho Cucamonga

BACKGROUND

1. **Project File:** DRC2018-00912

2. **Related Files:**

3. **Description of Project:** (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Phelan Development Company is proposing to develop approximately 11.73-acres (510,847 gross square feet) located at 8768 – 8798, and 8810 East 9th Street with three combination office/warehouses that are similar to those that exist within the immediate vicinity of the project site, east of the Cucamonga channel as well as similar to those located west of the project site along the south side of East 9th Street. Figure 1, *Regional Location*, shows the general location of the project site within the larger region. Figure 2, *Project Site and Vicinity*, is a recent aerial photograph showing existing conditions at the project site and immediate vicinity. Figure 3, *Photo Locations*, shows the general location where photos were taken and the direction the viewer is looking. Photos taken from these locations follow Figure 3.

Existing Conditions

The proposed project will combine five individual parcels (Assessor Parcel Numbers 0207-262-26, 0207-262-35, 0207-262-36, 0207-262-41, and 0207-262-42) into four parcels. Figure 4, *Tentative Parcel Map*, shows the new parcel configuration. Proposed Parcel 1 is 2.69 acres and is associated with proposed Building A. Proposed Parcel 2 is 3.94 acres and is associated with proposed Building B. Proposed Parcel 3 is 5.08 acres and is associated with Building C. Proposed Parcel 4 is 0.51 acre and is associated with the proposed right-of-way dedication along the north side of 9th Street.

The project site is located in the southwestern portion of Rancho Cucamonga at an elevation of approximately 1,161 feet above mean sea level at the northwest corner, gradually decreasing in elevation to approximately 1,142 feet at the southeast corner. The site is currently developed with unpaved and paved (asphalt) areas, approximately 12 buildings (residential and non-residential), and multiple mature trees and large shrubs. Currently, none of the buildings, including residences, are occupied. Non-residential buildings were previously occupied by a floral supplier, auto repair, and roofing materials. Surrounding land uses are described below in Section 7. The area is developed with a combination of residential and non-residential uses, and the Cucamonga Creek channel.

Access to the project site is from 9th Street west of Vineyard Avenue. Vineyard Avenue would be the main thoroughfare for vehicles accessing and/or leaving the site and has direct access to both the Foothill Freeway (SR-210) (2.7 miles north of the project site) and San Bernardino Freeway (I-10) (1.5

miles south of the project site). In addition, vehicles could also access the Barstow Freeway (1-15) (4 miles east of the project site) via Foothill Blvd, located north of the project site.

Proposed Project - Construction

Construction activities will consist of (1) demolition of all buildings; (2) clearing and grubbing to remove all vegetation and debris; (3) grading to establish building pads, internal roads, and facilitate site drainage; (4) excavation and trenching for building footings and utilities; (4) building construction; (5) paving and striping (drive aisles and parking spaces); (6) landscape/hardscape; and (7) perimeter fence/wall. Construction activities will likely be consecutive rather than simultaneous since building construction cannot commence until the buildings are demolished, the site is cleared/grubbed, and grading is completed. The applicant has indicated that construction activities may begin in Winter 2020 and building construction is anticipated to be completed in Fall 2020.

Construction is anticipated to commence in Winter 2020 and last approximately eight months. Estimated timing of construction activities is as follows:

- *Site demolition* – approximately three months to demo the structures, concrete pads, and vegetation onsite, source separating all materials for recycling, green waste, and regular solid waste. Heavy equipment that may be used includes larger dozers, jackhammers, and excavators equipped with pulverisers, shears, breakers, and selector grab attachments. Smaller equipment includes chain saws for the multiple trees on site, skid steers and dozers.

Based on existing site conditions and the amount of demolition proposed, an estimate of construction and demolition (C&D) material to be removed from the site is as follows:

Material	Amount (in tons)
Wood salvage for reuse	195
Metal to be recycled	150
C&D material to be sent to a Material Recovery Facility (MRF)	25
Concrete crushed for reuse	3,500
Projected Diversion from Landfill	3,870
Remaining C&G to be directed to a landfill	299

Assuming a 26-ton capacity for a typical haul truck, and assuming the site will produce four truckloads per day, it is estimated that the demolition will generate approximately 136 truckloads of material for haul-off over approximately 30 to 45 days. The City requires that an applicant recycle as much C&D material as possible. To that end, much of the vegetation removed can be sent to a composting facility, while the asphalt, concrete, and untreated lumber can be sent to a C&D facility for sorting. Untreated lumber and dry wall can be composted while asphalt and concrete can be crushed and reused; as fill or roadbed for example. The nearest facility for recycling this material is the Burrtec West Valley Transfer Station/Materials Recovery Facility (TS/MRF) that includes the transfer station as well as a recyclables recovery facility, composting facility and C&D sort facility.

- *Site grading and underground utility construction* – this activity is expected to last one month. Construction activities include grading the site so that it balances (no soil import/export proposed), trenching for the placement of underground water, sewer and other wet/dry utilities throughout the site to service the structures. Typical equipment includes excavators and trenchers.
- *Building Construction* – construction of the three warehouses is expected to occur over four months. The construction method is concrete tilt-up – concrete is formed on the ground, lifted into place and braced. Typical equipment includes welders, concrete trucks, and cranes for lifting. All portions of the buildings will be complete including installation of rollup doors and painting.
- *Final Site Paving and Landscaping* – this activity is anticipated to occur over one month. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed.

Proposed Project – Site Development

Figure 5, *Site Plan*, shows the site layout with buildings, parking lot, loading docks, ingress/egress, etc. The proposed development of three industrial warehouse/office buildings ranging in size from 50,771 square feet to 95,188 square feet. These are further defined as follows:

Building A (Rear Building)

The applicant is proposing a 50,771 square foot industrial warehouse building that includes a 2,500 square foot office at the southeast building corner; and a 1,000 square foot mezzanine over the office. Figure 6a, *Building A Elevations*, shows the proposed elevations from all directions. The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 (see Table 1, *Development Standards for General Industrial (GI) Uses* except for the following:

- A request for approval of a minor variance to the City Zoning Code regarding the required 45-foot setback from adjacent properties. Building A would be set back 40 feet from the site's rear property line to the north (the back side of building A). Under existing conditions, the closest structure to the north is approximately 150 feet from the property line. The applicant has proposed the north side of the building to be made of concrete panels of varying related colors, and a concrete screen wall with landscaping, to break up the solid mass. Additionally, there is no parking and no dock doors proposed for this back wall.

Building A would also meet the performance standards as set forth in Municipal Code Section 17.66 (see Table 2, *Class B Performance Standards for the General Industrial Zoning District*).

Building B (Middle Building)

The applicant is proposing an 81,953 square foot industrial warehouse building that includes two, 2,500 square foot offices at the southeast and southwest corners of the building, both with 1,000 square foot mezzanines over the offices. Figure 6b, *Building B Elevations*, shows the proposed elevations from all directions. The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 (see Table 1, *Development Standards for General Industrial (GI) Uses*).

Building C (Front Building Adjacent to 9th Street)

The applicant is proposing a 100,554 square foot industrial warehouse building that includes two, 2,500 square foot offices at the southeast and southwest corners of the building, both with 1,000 square foot mezzanines over the offices. Figure 6c, *Building C Elevations*, shows the proposed elevations from all directions. The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 (see Table 1, *Development Standards for General Industrial (GI) Uses*).

The requirement for Building C (abutting 9th Street) is a maximum height of 35 feet, with an additional one-foot setback for each additional one foot in height. Therefore, the maximum building height of 42 feet, six inches shown in Figure 6c would require an additional 7 feet 6 inches. The applicant meets the intent of the code by setting the building back approximately 60 feet from the property line fronting 9th Street.

Overall, the site has been designed to encourage trucks to use the east drive isle by providing a wider isle ranging from 30 feet to 47 feet vs 26 feet on the west side. Additionally, in an effort to mitigate noise, all buildings have been designed with dock doors facing south and east.

Other Details

The project will provide 166 parking spaces as required; 156 standard spaces and 10 Americans with Disabilities Act (ADA) spaces. These are as follows:

<u>Building/Uses</u>	<u>166 spaces required</u>
Building A	63 required
Warehouse	43 spaces
Office Space	10 spaces
Building B	60 required
Warehouse	40 spaces
Office Space	20 spaces
Building C	63 required
Warehouse	43 spaces
Office Space	20 spaces
Note: ADA spaces will be divided between buildings	

In addition, the project includes 62,090 square feet of landscaping (48,375 is required), in areas throughout the project site.

Table1
Development Standards for General Industrial (GI) Uses

Description	Standard	Consistent
Lot area (minimum)	0.5 ac	yes
Lot width (minimum)	100 ft	yes
<i>Setback (minimum distance between structure and property line in ft)</i>		
Front yard ¹	25 ft	yes
Side yard ²	45 ft when adjacent to residential	yes
Street side yard (and rear yard abutting street) ³	--	No street side yards
Rear yard ²	45 ft when adjacent to residential	Minor variance request for Building A
<i>Distance Between Buildings</i>		
Primary buildings	Must meet current building code requirements	Yes
Accessory buildings	--	No accessory buildings proposed
<i>Building Height (maximum in feet)</i>		
Primary buildings	35 ft at the front setback ³ Maximum height is 75 feet ³	yes
Accessory buildings	18 ft	No accessory buildings proposed
<i>Floor Area Ratio (maximum ratio of building to lot square footage)</i>		
Floor area ratio	50—60 percent (0.5 – 0.6)	yes
<i>Open Space Requirement (minimum percentage of open space per parcel or project)</i>		
Open space/landscape area	10%	yes
Performance standards per Chapter 17.66) ⁴	B	yes

Source: Rancho Cucamonga Municipal Code Section 17.36.040 Development standards for industrial districts.

Notes (modified to focus only on relationship to the project site):

- 1.. From Municipal Code Table 17.36.040-2, *Streetscape Setback Requirements*, where building setback from a Local/Collector Street is 25 feet; average depth of landscaping is 25 feet; and parking setback is 15 feet.
2. Setback shall be increased to 45 feet when abutting a residential property line.
3. Buildings exceeding 35 feet high shall be set back an additional one foot from the front setback for each one foot of height up to a maximum setback of 70 feet. Heights over 75 feet may be permitted with a conditional use permit.
4. Class B performance standards apply to the General Industrial (GI) Zoning District; and include standards identified in Table 2, *Class B Performance Standards for the General Industrial (GI) Zoning District*.

Table 2
Class B Performance Standards for the General Industrial Zoning District

Issue	Performance Standards ¹
Noise	<ul style="list-style-type: none"> • 80 dB (anywhere on lot) • 65dB (at residential property line) • Noise caused by motor vehicles and trains is exempted from this standard
Vibration	All uses shall be operated so as not to generate vibration discernible without instruments by the average persons beyond the lot upon which the source is located. Vibration caused by motor vehicles, trains, and temporary construction or demolition is exempted from this standard.
Particulate Matter/Air Contaminants	In addition to compliance with the SCAQMD standards, all uses shall be operated so as not to emit particulate matter or air contaminants that are readily detectable without instruments by the average person beyond any lot line of the lot containing such uses.
Odor	All uses shall be operated so as not to emit matter causing unpleasant odors that are perceptible to the average person beyond any lot line of the lot containing such uses.
Heat/Humidity/Glare	All uses shall be operated so as not to produce humidity, heat, glare, or high-intensity illumination that is perceptible without instruments by the average person beyond the lot line of any lot containing such use.

Source: *Rancho Cucamonga Municipal Code Section 17.66 Industrial District Performance Standards for Class B.*

Notes:

1. Performance Standards are addressed in the Initial Study in Section 1, Aesthetics (Light and Glare); Section 3, Air Quality (Particulate Matter, Air Contaminants, Odor; and Section 13, Noise (Noise and Vibration), and are met through a combination of project design features, standard conditions of approval and/or mitigation measures.

The project includes demolition of all properties (including buildings) located on five parcels north of East 9th Street and west of the Cucamonga Creek Channel. Figure 5 shows the intended use of the project site as warehouses with related office space, access to the site and associated parking areas, landscape/hardscape areas. Figures 6a through 6c provide conceptual views of the proposed buildings. Finally, Figure 7, *Conceptual Planting Plan*, shows the proposed locations for landscaping around the site.

There are currently no designated tenants at this time. The office/warehouses are designed with three to five dock doors, and to house one tenant each. Multiple smaller tenants may also co-locate within buildings B and C. The project does not include refrigerated buildings.

4. Project Sponsor Name and Address:

Phelan Development Company
450 Newport Center Drive, Suite 405
Newport Beach, CA 92660
Tania Chavez, Vice President

5. General Plan Designation: General Industrial

6. Zoning: General Industrial (GI)

7. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings.)

North	Residential properties
Northeast	Cucamonga Creek followed by retail center with five retail buildings (8560 Vineyard Ave)
East	Cucamonga Creek followed by Vineyard West Mini Storage (8646 Vineyard Ave)
Southeast	East 9 th Street and water canal followed by Kiro Cars and Rancho Smog Center (8730 Vineyard Ave)
South	East 9 th Street followed by Merchant's Landscaping (8847 East 9 th Street), Astor Broadcast Corp (8729 East 9 th Street) and vacant land
West	Multifamily buildings
Northwest	Willow Apartments (8701 Arrow Route)

8. Lead Agency Name and Address:

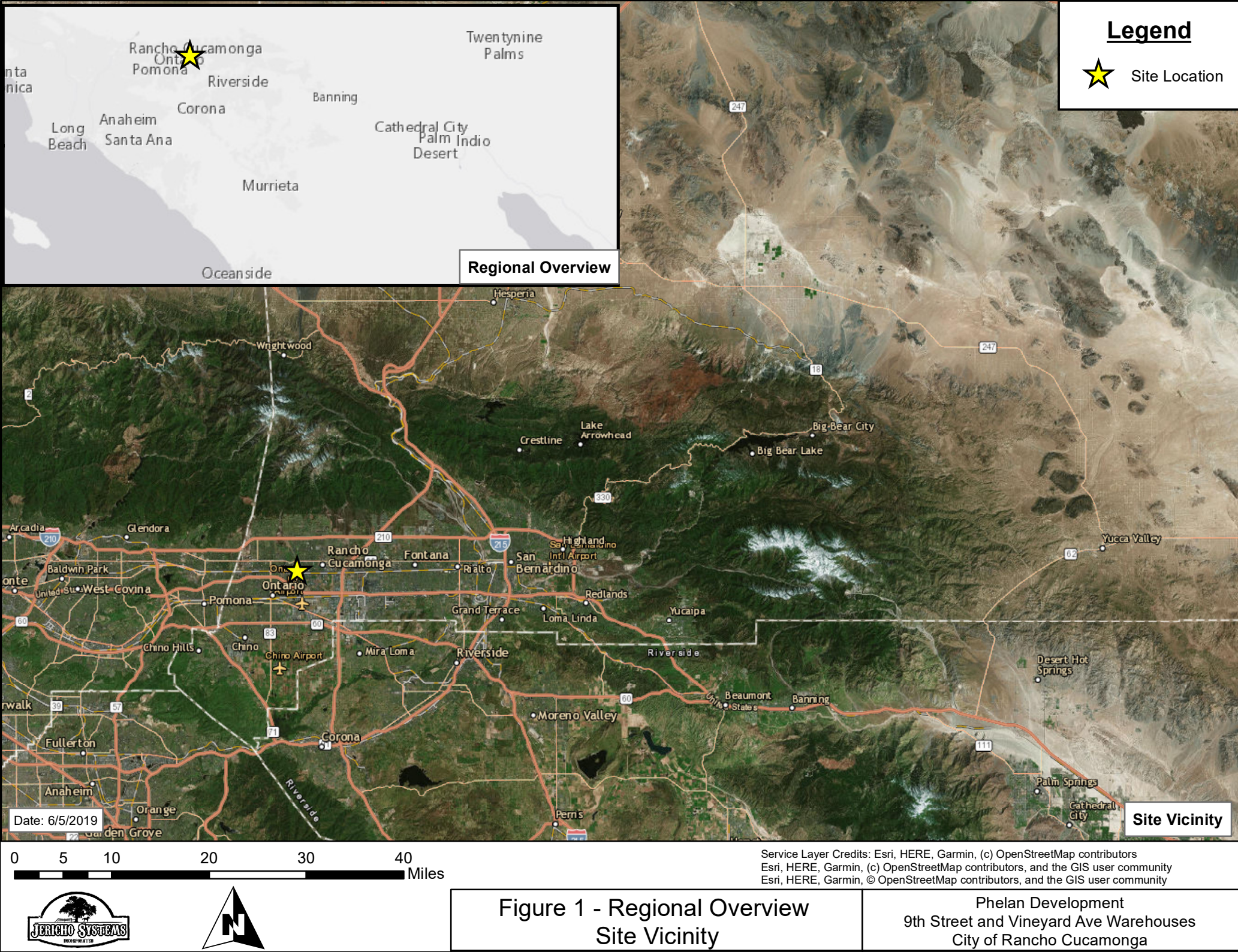
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

9. Contact Person and Phone Number:

Kirt Coury, Associate Planner
(909) 477-2750
Kirt.coury@cityofrc.us

10. Other agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)

- State Water Resources Control Board – issuance of a Waste Discharge Identification Number (WDID) for the Stormwater Pollution Prevention Plan (SWPPP).



Legend



Project Boundary



Date: 6/5/2019

0 0.015 0.03 0.06 0.09 0.12 Miles

Imagery Date: 8/6/2017

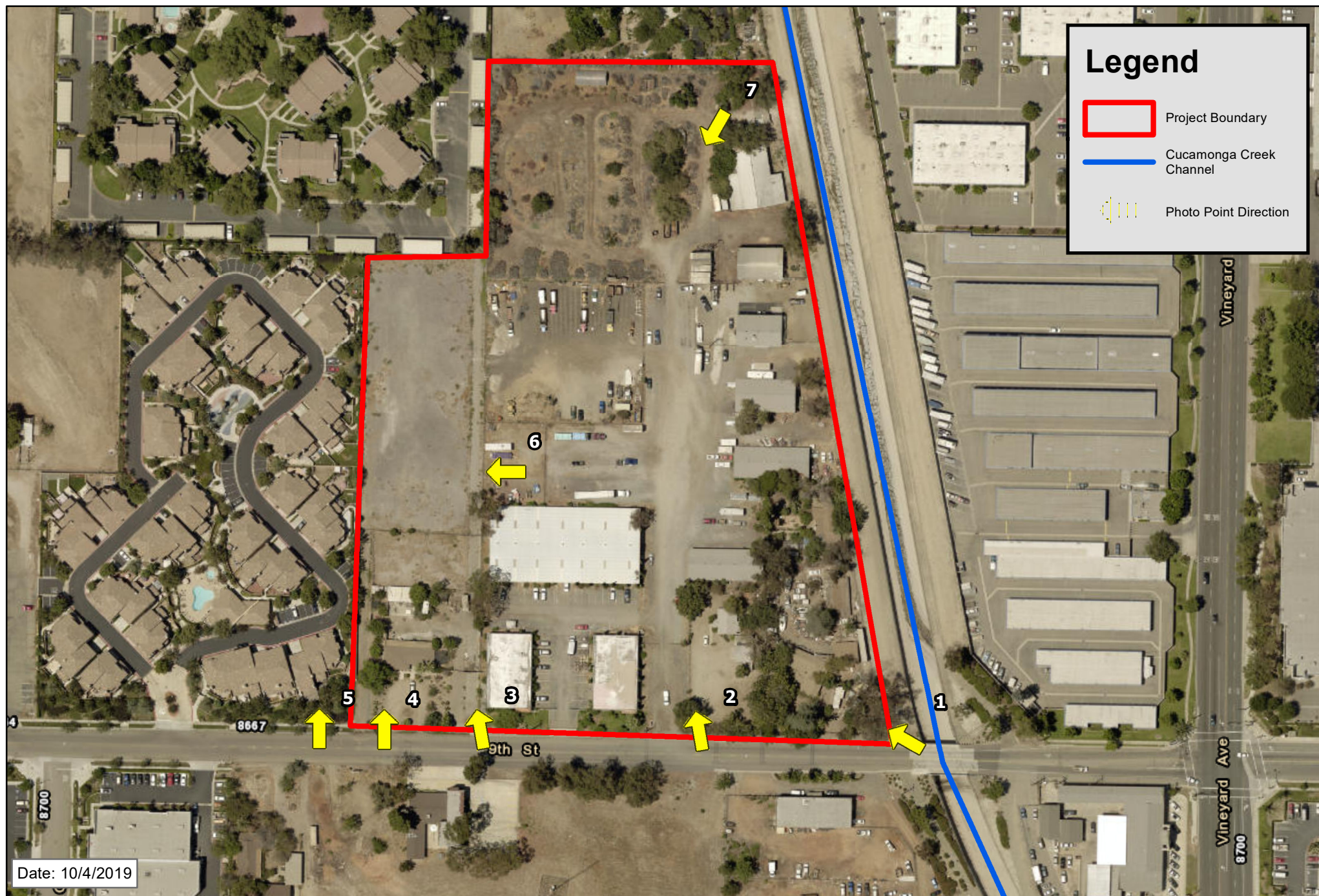
Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,



1 inch = 167 feet

Figure 2
Site Location

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga



1 inch = 167 feet

Figure 3
Photo Locations

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9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga



0 0.015 0.03 0.06 0.09 0.12 Miles



Figure 3A
Photos 1-4

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga



Photo 5



Photo 6



Photo 7

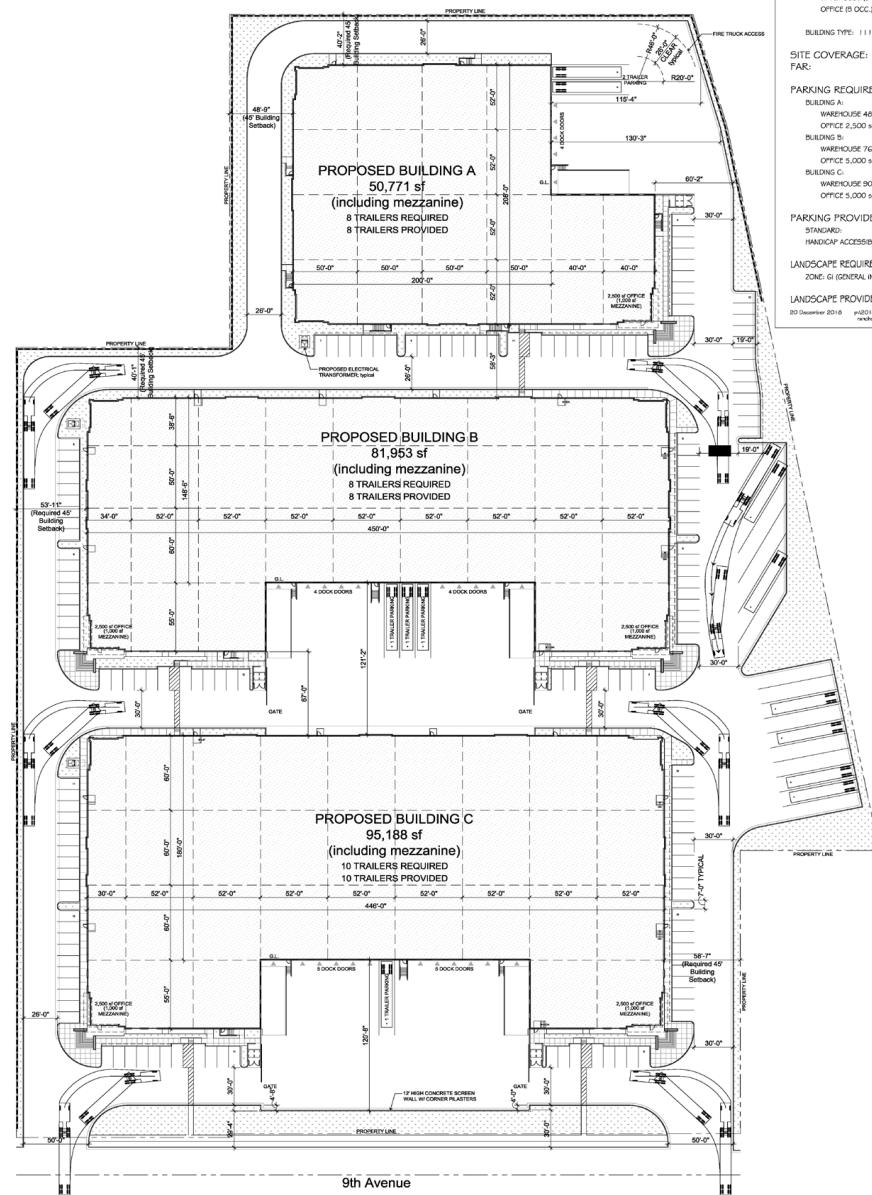
0 0.015 0.03 0.06 0.09 0.12 Miles



Figure 3B
Photos 5-7

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

Date: 10/4/2019



GROSS LOT AREA:	483,779 sf 11.10 acres
TOTAL BUILDING AREA:	227,912 sf
BUILDING A:	50,771 sf
WAREHOUSE (S-1 OCC.):	46,271 sf
OFFICE (B OCC.):	2,500 sf
BUILDING B:	81,953 sf
WAREHOUSE (S-1 OCC.):	76,953 sf
OFFICE (B OCC.):	5,000 sf
BUILDING C:	95,188 sf
WAREHOUSE (S-1 OCC.):	90,188 sf
OFFICE (B OCC.):	5,000 sf
BUILDING TYPE:	111-B FULLY SPRAWLED W/ EPSK
SITE COVERAGE:	46.05 %
FAR:	47.11 %
PARKING REQUIRED:	166 spaces
BUILDING A:	43 spaces
WAREHOUSE 46,271 sf:	33 spaces
OFFICE 2,500 sf:	10 spaces
BUILDING B:	60 spaces
WAREHOUSE 76,953 sf:	40 spaces
OFFICE 5,000 sf:	20 spaces
BUILDING C:	63 spaces
WAREHOUSE 90,188 sf:	43 spaces
OFFICE 5,000 sf:	20 spaces
PARKING PROVIDED:	166 spaces
STANDARD:	156 spaces
HANDICAP ACCESSIBLE:	10 spaces
LANDSCAPE REQUIRED:	40,375 sf
ZONE: G1 (GENERAL INDUSTRIAL) - 10%	
LANDSCAPE PROVIDED 12.6%:	62,091 sf

Not to scale

Figure provided by
Phelan Development

Figure 5
Site Plan Schematics

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga















LEGEND

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga



		T&L UP CONCRETE WALL PANEL WALL PANEL, FIELD COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L UP CONCRETE WALL PANEL WALL PANEL, FIELD COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L UP CONCRETE WALL PANEL WALL PANEL, ACCENT COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L UP CONCRETE WALL PANEL WALL PANEL, ACCENT COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L UP CONCRETE WALL PANEL WALL PANEL, ACCENT COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L UP CONCRETE WALL PANEL WALL PANEL, ACCENT COLOR SHERWIN WILLIAMS - JET SETTER, SATIN
		T&L INSULATED DUANE PANEL MEDIUM PERFORMANCE UP VESTIGATO, PACIFIC GLAZING ALUMINUM MULLIONS
		T&L MEDIUM PERFORMANCE UP VESTIGATO, PACIFIC GLAZING CLEAR ANODIZED ALUMINUM MULLIONS

LEGEND

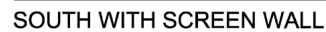
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
























Figure 6b
Site Elevation

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga





																																																																																																																
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LEGEND

Date: 10/4/2019



Not to scale

Figure provided by Phelan Development

Figure 6c
Site Elevation

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	STREET TREE ALONG 9TH AVENUE MAGNOLIA GRANDIFLORA, 'ST MARY' MAGNOLIA 15 GAL. SIZE * ALL STREET TREES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PLANTED PER APPROVED STREET IMPROVEMENTS PLANTS	9	M
	FLOWERING ACCENT TREE LAGERSTROEMIA, WATERMELON RED, CRAPE MYRTLE 36" BOX SIZE	4	M
	SMALL FLOWERING ACCENT TREE CERDIDUM DESERT MUSEUM, BLUE PALO VERDE 24" BOX SIZE	4	L
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	16	L
	VERTICAL TREE ALONG BUILDING MAGNOLIA LITTLE GEM, MAGNOLIA 15 GAL. SIZE	15	M
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE	25	L
	PROPERTY LINE TREE TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE	71	M
	LARGE SPECIMEN SIZE TREE QUERCUS AGRIFFOLIA, COAST LIVE OAK 48" BOX SIZE	7	L
	EVERGREEN SCREEN TREE PINUS ELMORICA, MONDELL PINE 24" BOX SIZE	10	L

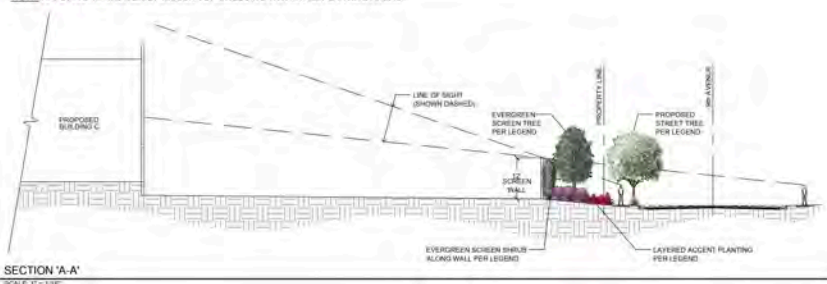
SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS 'CENIZO', TEXAS SAGE 5 GAL. SIZE	L
	ROSMARINUS 'TUSCAN BLUE', TUSCAN BLUE ROSEMARY 5 GAL. SIZE	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS COMPACTA, TEXAS RANGER 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	M
	BUXUS SEMPERVIRENS, BOXWOOD 5 GAL. SIZE	L

GROUND COVERS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. PROSTRATUS, PROSTRATE ROSEMARY 1 GAL. SIZE @ 24" O.C.	L
	LANTANA M. DWARF YELLOW LANTANA 1 GAL. SIZE @ 24" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 5 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	L
	MYOPORUM PARVIFOLIUM, MYOPORUM 1 GAL. SIZE @ 24" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 42" O.C.	L

NOTE: APPLY A 2" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS.



GENERAL NOTES:

- SLOPES GREATER THAN 5:1 SHALL BE STABILIZED WITH EROSION CONTROL, GROUND COVER PER LEGEND, AND MULCH MATERIAL. WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER-BASED SMART CONTROLLER, LOW FLOW ROTATORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AS-1981 WATER ORDINANCE.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 4-SOUTH INLAND VALLEY.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS



Not to Scale

Imagery Date: 8/6/2017

Source: SPLA L-1



Figure 7 Conceptual Planting Plan

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

GLOSSARY – The following abbreviations are used in the Initial Study:

ACM	Asbestos -containing material
ACM	Asbestos -containing material
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measures
BACT	Best Available Control Technology
bgs	below ground surface
BMPs	Bes Management Practices
BUOW	burrowing owl
C&D	construction & demolition
CAAQS	California Ambient Air Quality Standards
CALEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Division of Forestry
CalOSHA	California Occupational Safety and Health Administration
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH4	methane
CMP	Congestion Management Plan
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CVWD	Cucamonga Valley Water District
CWA	Clean Water Act
db	decibel
dBA	A-weighted decibels
DMA	drainage management areas
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Administration
FGC	Fish and Game Code
FICON	Federal Interagency Committee on Noise
FIRM	Federal Insurance Rate Map
FTA	Federal Transit Agency
GCC	Global Climate Change
GI	General Industrial
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbons
HHH	4+ axle trucks
hp	horse power
HREC	Historically Recognized Environmental Concern
ITE	Institute of Traffic Engineers
kBTU	Thousand British Thermal Units
kWh	kilowatt hours

LCA	Lifecycle Analysis
LDA	light duty auto
Ldn	Day-Night Noise Level
Leq	equivalent level
LHD	2 – axle trucks
LID	low impact development
LPB	lead-based paint
LST	Localized Significance Threshold
mgd	Million gallon per day
MHD	3 – axle trucks
MRF	Material Recovery Facility
MMTCO2e	Million Metric Ton of Carbon Dioxide Equivalent
MTCO2e	Metric Ton of Carbon Dioxide Equivalent
NO2	nitrogen dioxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBS	Nesting Bird Survey
NCCP	Natural Community Conservation Plan
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NHRP	National Register of Historic Places
NRCS	Natural Resources Conservation Service
OEC	Other Environmental Considerations
OSHA	Occupational Safety and Health Administration
pb	lead
PCE	passenger car equivalent
PFC	perfluorocarbons
PM10 and PM2.5	Particulate Matter 10 or 2.5 microns or less
ppb	parts per billion
PPM	parts per million
PPV	peak particle velocity
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
PM ₁₀	fine particulate matter
REC	Recognized Environmental Concern
RWQCB	Regional Water Quality Control Board
SBCFD	San Bernardino County Fire Department
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SIP	State Implementation Plan
SLF	Sacred Lands File
SO2	sulfur dioxide
SPL	sound pressure level
SSC	species of special concern
STC	sound transmission class
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
TPH	total petroleum hydrocarbons
TPZ	tree protection zone
TS	Transfer Station
USACE	US Army Corps of Engineers
USDA	US Department of Agriculture
UTR	utility tractors
VOC	volatile organic compound

VMT	vehicle miles traveled
WDID	Waste Discharge Identification Number
SCCIC	South Central Coastal Information Center
SIP	State Implementation Plan
SLF	Sacred Lands File
SO2	sulfur dioxide
SSC	species of special concern
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
TPZ	tree protection zone
TS	Transfer Station
USACE	US Army Corps of Engineers
VOC	volatile organic compound
VMT	vehicle miles traveled
WDID	Waste Discharge Identification Number
WQMP	Water Quality Management Plan

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," "Potentially Significant Impact Unless Mitigation Incorporated," or "Less Than-Significant-Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural / Forest Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology / Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards / Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology / Water Quality	<input checked="" type="checkbox"/>	Land Use / Planning	<input checked="" type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing	<input checked="" type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Utilities / Service Systems	<input checked="" type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

- () I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.
- (X) 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 standard 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 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) 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.

Prepared By: Shay L. Sney

Date: 11/26/2019

Reviewed By: Mike Smith

Date: 12/02/2019

EVALUATION OF ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS: 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

1(a) Have a substantial adverse effect on a scenic vista? **Determination: Less Than Significant Impact.**

The 2010 General Plan Update Program EIR states that “Aesthetics generally refer to the identification of visual resources, the quality of one’s view, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights).”

Land uses on surrounding properties are listed in Table 3, *Surrounding Properties, Existing Land Uses and Land Use Designations*. Figure 3, *Photo Locations*, shows where photos of the project site were taken. Photos of the site follow Figure 3.

As shown in the photos and aerial photograph, the project site is developed with a number of residential structures and non-residential building with related landscape and hardscape that is fenced, separating that site from the residential sites to the north and west. Toward the rear of the property (north) are some nonresidential out buildings. The property and buildings all appear to be vacant. Views across the site from 9th Street toward the San Gabriel mountains are generally blocked by tall trees, buildings and utility poles. Views from the existing multi-family buildings to the west are of unkempt site with overgrown vegetation, boarded up houses, and vacant building pads. Likewise, any views of the property from the existing multi-family buildings on the north and northeast would be similar.

Table 3
Surrounding Properties Existing Land Uses and Land Use Designations

Direction	Existing Land Use	General Plan Land Use Designation
North	Residential properties	Medium Density Residential (8-14 du/ac)
Northeast	Cucamonga Creek followed by retail center with five retail buildings (8560 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
East	Cucamonga Creek followed by Vineyard West Mini Storage (8646 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
Southeast	East 9 th Street and water canal followed by Kiro Cars and Rancho Smog Center (8730 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
South	Along East 9 th St: Merchant's Landscaping, Astor Broadcast Corp and vacant land	General Industrial (0.5 to 0.6 FAR)
West	Multifamily buildings	Medium Density Residential (8-14 du/ac)
Northwest	Willow Apartments (8701 Arrow Route)	Medium Density Residential (8-14 du/ac)

Source: Rancho Cucamonga General Plan Land Use Map and Site Visit, 2019.

The scenic vista available in Rancho Cucamonga is of the San Gabriel Mountains and related foothills to the north of the City, although there is no official designation given to this scenic vista in the City's General Plan. The project site is developed with a number of buildings and tall trees that impair views of the mountains from locations south of the project site. Demolition and redevelopment of the project site would introduce three new light industrial/warehouse buildings at up to 38 feet in height, when including the parapet elements at the corners of the buildings and to surround the rooftop heating, ventilation and air conditioning system, the height is 42 feet 6 inches. The project includes new landscaping around the perimeter of the property including trees and groundcover.

Under future conditions with the three buildings in place and mature landscaping, views of the San Gabriel mountains would continue to be affected by buildings on the project site. However the area along the south side of 9th Street is designated General Industrial and is sparsely developed with a landscape company and a broadcasting building. Neither of these uses provide public access with opportunities for views of a scenic vista. Therefore, there is no impact associated with the loss of the availability of a scenic resource.

The multi-family neighborhood to the west is separated from the project site by a solid block wall and mature landscaping that partially blocks views of and across the project site. Therefore, developing the project site with new warehouses would not adversely affect existing views of a scenic vista.

1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? **Determination: No Impact.**

The project site is not located near any state-designated scenic highways, or highways eligible for designation as a State scenic highway. (see <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> for list of designated State scenic highways through 2017). The only officially designated State scenic highway is SR-18 in the San

Bernardino Mountains. In addition, the project site does not contain any scenic resources such as rock outcroppings, or historic buildings; and the existing trees are in a deteriorated condition. Therefore, there is no impact associated with the proposed project.

- 1(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? **Determination: Less than Significant Impact.**

The project site is not located in a non-urbanized area. The project site is located in a General Industrial district where proposed land uses are allowed. The size of the three buildings, spacing between buildings, new hardscape and landscape are all in compliance with the City's zoning code. For example, the site is designed with building setbacks that are greater than the 45 feet required by City code. As shown on Figure 5, with the exception of Building A and its relationship to the rear yard setback, the project is consistent with the City's Development Code (see Table 1). The applicant has requested a minor variance for a setback of 40 feet rather than the required 45 feet. The closest structure is approximately 150 feet north of the property line. In addition, the applicant has proposed a concrete screen wall, which along with current landscape design (see Figure 7), will be efficient in blocking any incursion. Additionally, there are no dock doors proposed for this back wall, or any parking spaces. Therefore, the proposed project would not conflict with the Development Code (Section 17.36.040), and with the screen wall and landscaping, along with the building design, the impact would be less than significant.

During construction, travelers along 9th Street and at adjacent properties may see demolition and construction activities occurring on-site, including equipment staging areas, stockpiles and debris piles as work progresses. Viewers may be inconvenienced in the short term if scenic views are temporarily interrupted. However, this impact is temporary and would cease once the site development is completed. Therefore, the impact would be less than significant.

The building height of each building will be 38 feet at the roofline with parapet features at the corners up to 42 ½ feet. Building C is located adjacent to 9th Street and the Development Code requires an increase in the setback of one foot for every one foot in height over 35 feet. With a height of 42 ½ feet, Building C must be set back from 9th Street an additional 7½ feet for a setback of 32 ½ feet north of 9th Street. However, as shown in Figure 7, the building is set back approximately 60 feet from the property line along 9th Street. Therefore, Building C would not conflict with the Development Code, and the impact would be less than significant.

Site lighting will be low-level high-pressure sodium that will be directed downward at the parking lot and/or along the edges of the building. Landscaping is designed around the perimeter as well as within various parking areas. The height of the buildings will be 38 feet with parapet features up to 42 feet, which is consistent with the building elevations of the adjacent multifamily residential development adjacent to the west. The color scheme of the warehouses includes a variety of neutral earth tones with accents which are consistent with the color scheme of the adjacent townhomes so that the warehouses blend with the surrounding areas. Therefore, the proposed project would not result in an adverse impact to scenic quality in the area.

- 1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Determination: Less than Significant Impact.**

The applicant has completed a Photometric Study (Appendix A) of the site. Based on the result, the site has been designed so that the low-level high-pressure sodium lights will be directed downward at the parking lot and/or along the edges of the building. Landscaping is designed around the perimeter as well as within various parking areas. Adherence to the lighting requirements in the Zoning Code will ensure that this impact is less than significant. Adherence to the lighting requirements in the Development Code Section 17.58.050, *General Lighting Requirements*, and Section 17.66.110, *Special Industrial Performance Standards*, will ensure that this impact is less than significant. Table 4, *Illumination Requirements That Apply to the Proposed Project*, is taken from Section 17.58.050.

Table 4
Illumination Requirements That Apply to the Proposed Project

Category	Where Measured	Required Illumination (minimum or maximum)	Notes
Parking lots, driveways, trash enclosures, public phones, group mailboxes	Within 2-foot radius of object edge	1.0 foot-candle (minimum) and 4.0 foot-candle (maximum)	At all hours
Nonresidential structures, entryways, and doors	5-foot radius of door (each side)	1.0 foot-candle (minimum)	During hours of darkness
Adjacent residential property	At structure and rear setback line	0.1 foot-candle (maximum)	Equivalent to moon's potential ambient illumination

Source: Rancho Cucamonga Development Code, Table 17.58.050-1, *Illumination Requirements*

MITIGATION MEASURES

Projects impacts on Aesthetics and Scenic Resources have been determined to be less than significant. Therefore, no mitigation measures have been identified.

IMPACT CONCLUSION

No significant adverse impacts are identified or anticipated. The project site is developed with a number of buildings and mature trees that obscure views of the San Gabriel Mountains and foothills. Therefore, replacing these with three new warehouse buildings would not have substantial adverse impacts on a scenic vista. The project is consistent with the General Plan and Zoning designation of General Industrial and has been designed to be consistent with the City's Development Code and related standards, with the exception of the rear yard setback which is proposed to be 40 feet rather than the minimum of 45 feet. However, the applicant has requested a minor variance. The request cites the distance from the nearest residence of 150 feet north of the property line, the building design and a screen wall with enhanced landscaping to reduce visual impacts from the residences to the north. Therefore, this impact was found to be less than significant.

There is no designated State scenic highway in the City therefore, there would be no impact on this resource. Finally, the applicant has submitted a photometric study that shows how site lighting will comply with the Development Code. Therefore, this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES: <i>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:</i>				
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

2(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? **Determination: No Impact.**

The site is not designated as Prime Farmlands, Unique Farmland, or Farmland of Statewide Importance within the City of Rancho Cucamonga according to the City's General Plan Update or the California Department of Conservation Farmland Map of San Bernardino County South published in August 2017. 2010. The project site is identified as Urban and Built-up Land; defined as "land occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately six structures to a 10-acre parcel." As shown in Figure 3 and related site photos, the project site is developed with a number of residential and non-residential structures on approximately 11.53-acres.

2(b) Conflict with existing zoning for agricultural use or a Williamson Act contract? **Determination: No Impact.**

There is no agriculturally zoned land within the City of Rancho Cucamonga, per the City's Zoning Map (2012). There are no Williamson Act contracts within the City, per the City's General Plan.

- 2(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))?
Determination: No Impact.

There are no sites within the City of Rancho Cucamonga that are zoned as forest land or timberland. Therefore, no impacts would occur related to the conversion of forest land to non-forest use. Further, there are no areas within the City of Rancho Cucamonga that are zoned as forest land, timberland, or timberland production.

- 2(d) Result in the loss of forest land or conversion of forest land to non-forest use? **Determination: No Impact.**

There are no lands within the City of Rancho Cucamonga that qualify as forest land or timberland. Therefore, no impacts would occur related to the loss or conversion of forest land to non-forest use. Further, there are no areas within the City of Rancho Cucamonga that are zoned as forest land, timberland, or Timberland Production.

- 2(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? **Determination: No Impact.**

There are no lands within the City of Rancho Cucamonga that qualify as forest land. Therefore, there is no potential for conversion of forest land to a non-forest use.

MITIGATION MEASURES

Projects impacts on Agriculture and Forestry Resources have been determined to be less than significant. Therefore, no mitigation measures have been identified.

IMPACT CONCLUSION

No significant adverse impacts are identified or anticipated or anticipated to occur related to Agriculture and Forestry Resources due to the project site's location in an urbanized area of the City.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY: <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>				
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?			✓	

DISCUSSION:

3(a) Conflict with or obstruct implementation of the applicable air quality plan? Determination: Less than Significant Impact. **Determination: Less Than Significant Impact.**

The proposed project was the subject of an Air Quality Assessment (Appendix B). CEQA requires a discussion of any inconsistencies between a proposed project and applicable general plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project is the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP. The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and to determine whether the proposed project would interfere with the region's ability to comply with State and federal air quality standards.

The project site is located within the South Coast Air Basin (Air Basin) where air quality is characterized as being relatively poor. SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. Currently, these State and federal air quality standards are exceeded in most parts of the Air Basin. Table 5, *Ambient Air Quality Standards*, lists the criteria pollutants and the related California standards (CAAQS) and National Standards (NAAQS). The US Environmental Protection Agency (EPA) has established ambient air quality standards (NAAQS) for six of the most common air pollutants. Table 6, *Attainment Status of Criteria Pollutants in the Air Basin*, lists these pollutants and the attainment status in the Air Basin. In 2017, the national and California ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM10, and PM2.5 at most monitoring locations. No areas of the Air Basin exceeded federal or California standards for NO2, SO2, CO, sulfates or lead.

Table 5
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentrations ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3)	1-Hour	0.09 ppm	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm		0.070 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10) ⁸	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µm³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		--		
Fine Particulate Matter (PM2.5) ⁸	24-Hour	--	--	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m³)		9 ppm (10 µg/m³)	--	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m³)		--	--	
Nitrogen Dioxide (NO2) ⁹	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO2) ¹⁰	1-Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	--		--	0.5 ppm (1300 mg/m³)	
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas) ¹⁰	--	
	Annual Arithmetic Mean	--		0.14 ppm (for certain areas) ¹⁰	--	
Lead ^{11,12}	30 Day Average	1.5 µg/m³	Atomic Absorption	--	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Qtr	--		1.5 µg/m³ (for certain areas) ¹²		
	Rolling 3-Month Average	--		0.15 µg/m³		
Visibility Reducing Particles ¹³	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 2-1.*

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. In March 2017, SCAQMD released the Final 2016 AQMP; a plan that continues to evaluate current integrated strategies and control measures to meet the CAAQS and NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.

Table 6
Attainment Status of Criteria Pollutants in the Air Basin

Criteria Pollutant	State Designation ¹	Federal Designation ¹
Ozone – 1-hour standard	Nonattainment	Nonattainment (“Extreme”)
Ozone – 8-hour standard	Nonattainment	Nonattainment (“Extreme”)
PM10	Nonattainment	Attainment (Maintenance)
PM2.5	Nonattainment	Nonattainment (“Serious”)
Carbon Monoxide	Attainment	Attainment (Maintenance)
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Lead	Attainment	Nonattainment (“Partial”)

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 2-2*

Notes:

1. State/federal designations were taken from <http://www.arb.ca.gov/desig/adm/adm.htm>

Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including SCAG’s 2016 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) and updated emission inventory methodologies for various source categories. The project’s consistency with the AQMP was determined using the 2016 AQMP. The project’s consistency with SCAQMD’s criteria for determining consistency are summarized here.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction Impacts

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. Violations would occur if Local Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated below in 2(b) and 2(c), the project’s regional and localized construction-source emissions would not exceed applicable regional significance thresholds or LST thresholds, respectively. See Table 8 and Table 9, in section 3(b) below.

This determination assumes implementation of SCAQMD Rules including Rule 403. This rule governs emissions of fugitive dust during construction and operation activities. Compliance with Rule 403 is achieved through application of standard Best Management Practices (BMPs), such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. See further discussion of Rule 403 below in response 3(c). Also see Section 4.10, *Hydrology and Water Quality*, for a discussion of related BMPs to reduce impacts to disturbed soils that must be implemented through the project’s Stormwater Pollution Prevention Plan (SWPPP).

Operational Impacts

The project would not exceed the applicable regional significance thresholds and LST thresholds for operational activity. See Table 8 and Table 9 in response 3(b) below, for a summary of the CalEEMod data. As shown in these tables, operation of the proposed warehouses would not result in a conflict with the AQMP.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of the project's build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to SCAG, who then develops regional growth forecasts. These forecasts are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Rancho Cucamonga General Plan is considered to be consistent with the AQMP.

Construction Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

Operational Impacts

The project site is designated as General Industrial (GI) in the City's General Plan. This designation allows a wide range of industrial activities that include manufacturing, assembling fabrication, wholesale supply, heavy commercial, green technology, and office uses. The proposed project includes approximately 236,534 square feet of warehouse and related office uses on approximately 11.73 acres in an area where other similar uses have been developed or are proposed.

The project's land uses are generally consistent with the land uses allowed under the City land use designations for the project site. Therefore, the proposed project would be consistent with the City's growth projections and no changes are proposed to these existing designations. Additionally, as identified in the analysis of the project's contribution to local and regional air quality, construction and operational-source air pollutant emissions would not exceed the regional or localized significance thresholds. Therefore, the project is determined to be consistent with the second criterion.

3(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?

Determination: Less than Significant Impact.

SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at Table 7, *Maximum Daily Regional Emissions Thresholds*.

Table 7
Maximum Daily Regional Emissions Thresholds

Pollutant	Project Construction lbs/day	Project Operation lbs/day
Oxides of Nitrogen (NOx)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter 10 microns in diameter or less (PM10)	150	150
Particulate Matter 2.5 microns in diameter or less PM2.5	55	55
Sulfur Dioxide (SOx)	150	150
Carbon Monoxide (CO)	550	550
Lead (pb)	3	3

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-1.

SCAQMD's 2015 CEQA Air Quality Significance Thresholds indicate that any projects in the Air Basin with daily emissions that exceed any of the thresholds should be considered to have an individually and cumulatively significant air quality impact. The Air Quality Analysis prepared for the project (see Appendix B) did not calculate lead emissions because project-related construction and operational activities would not generate a quantifiable amount of lead emissions. Additionally, the air quality modeling program (summarized herein) does not calculate any emissions of lead from typical construction or operational activities.

Construction Emissions

Project construction would result in emissions of VOCs, NOx, SOx, CO, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The applicant has indicated that construction is expected to commence in Fall 2019 and will last through December 2020. Therefore, an Opening Year of 2020 was assumed. The project site is currently developed with a number of residential and non-residential buildings. Using information provided by the applicant, demolition and site preparation would generate approximately 4,169 tons of debris broken down as follows:

- | | |
|---|-------------------|
| • Trash to a Landfill | 299 tons |
| • Wood salvaged for reuse | 195 tons |
| • Metal recycled | 150 tons |
| • Construction and Demolition for reuse | 25 tons |
| • Concrete crushed for reuse | 3,500 tons |
| • Total | <u>4,169 tons</u> |

Methodology

To account for fugitive dust emissions generated during demolition activity, the amount of material demolished was entered in to CalEEMod in terms of “Tons of Debris” or “Building Square Footage”. For analytical purposes, 4,169 tons of debris was modeled in CalEEMod. Per CalEEMod, demolition emissions include building destruction, debris removal (building material, vegetation, concrete etc.), and hauling it all away from the site on paved and unpaved roads.

CalEEMod was also utilized to calculate fugitive dust emissions resulting from this phase of activity. The applicant has indicated that the site will balance (cut and fill) and no import or export of soil will be required.

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on information CalEEMod model defaults.

SCAQMD Rules that are currently applicable during construction activity for the project include but are not limited to Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). It should be noted that Best Available Control Measures (BACMs) are not mitigation as they are standard regulatory requirements. Therefore, calculation of construction emissions includes reductions for compliance with Rule 403 and Rule 1113.

Impacts without Mitigation

The estimated maximum daily construction emissions without mitigation are summarized on Table 8, *Emissions Summary of Construction (without Mitigation)*. Under this scenario, emissions resulting from project demolition and construction would not exceed SCAQMD’s criteria pollutant thresholds for emissions for any criteria pollutant. Therefore, a less than significant impact would occur, and no mitigation is required. Note: the findings assume compliance with SCAQMD Rules for construction activities such as Rule 403 for the control of fugitive dust.

Table 8
Emissions Summary of Construction (without Mitigation)

	Emissions (pounds per day)					
	VOC	NOx	CO	Sox	PM10	PM2.5
2019	4.85	54.59	34.19	0.07	11.07	6.28
2020	62.45	46.67	47.45	0.11	5.75	2.99
Maximum Daily Emissions	62.45	54.59	47.45	0.11	11.09	6.28
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-5.

Operational activities associated with the proposed project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Area Source Emissions

Architectural Coatings

Over a period of time the building that is part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod model.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within the CalEEMod model.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the Air Basin, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using the CalEEMod model.

Mobile Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the project site. The project-related operational air quality impacts derive primarily from vehicle trips generated by the project.

Per the 9th Street and Vineyard Avenue Warehouse, Rancho Cucamonga, California – Trip Generation Analysis (Appendix M), the project is expected to generate a total of approximately 413 two-way trips per day (actual vehicles). The project trip generation includes 86 two-way truck trips per day. The

following truck fleet mix was utilized for the purposes of estimating the truck trip generation for the site: 17.4 percent of the total trucks as 2-axle trucks (LHD), 23.3 percent of the total trucks as 3-axle trucks (MHD), and 59.3 percent of the total trucks as 4+-axle trucks (HHD).

Trip Length

For passenger car trips, a one-way trip length of 16.6 miles was assumed as contained in the CalEEMod defaults. For trucks, an average one-way trip length of 53.26 miles was derived from distances from the project site to the far edges of the Air Basin. Assuming 50 percent of trucks travel to the Port of Los Angeles and Port of Long Beach and the remaining 50 percent of trucks travel through other areas. Trip lengths are as follows:

- Project site to the Port of Los Angeles/Long Beach: 58.25 miles
- Project site to Banning Pass (Riverside County): 58.47 miles
- Project site to San Diego County Line: 66.03 miles
- Project site to Cajon Pass (San Bernardino County): 28.70 miles
- Project site to Downtown Los Angeles: 39.90 miles

Average Weighted Truck Trip Length = 53.26 miles

It is appropriate to stop the vehicle miles traveled (VMT) calculation at the boundary of the Air Basin because any activity beyond that boundary would be speculative and occur in a different Air Basin; this approach is also consistent with professional industry practice.

Truck Idling

Truck idling at the project site is another source of project-related operational emissions. CalEEMod calculates evaporative emissions, starting and idling emissions multiplying the number of trips by the respective emission factor for each pollutant all of these processes are embedded in CalEEMod.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

On-Site Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. The cargo handling equipment is assumed to have a horsepower (hp) range of approximately 175 hp to 200 hp. Based on the latest available information from SCAQMD; for example, high-cube warehouse projects typically have 3.6-yard trucks per million square feet of building space. For the proposed project, based on the maximum square footage of the warehouse building space, on-site modeled operational equipment includes one 200 hp, non-diesel powered yard tractors operating at 4 hours a day for 365 days of the year.

Operational Emissions

The estimated maximum peak operational emissions are summarized on Table 9, *Summary of Peak Operational Emissions without Mitigation*. As shown in Table 9, emissions resulting from project operations would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutant. Therefore, a less than significant impact would occur, and no mitigation measures are required. Note: Although no mitigation measures have been identified, new development projects must comply with State requirements including Title 24 Energy Efficiency Standards and California Green Building Standards. Energy efficient buildings require less electricity and water usage; therefore, increased energy efficiency reduces fossil fuel consumption and decreases regional air emissions. See Section 8, Greenhouse Gas Emissions, for a discussion of the project's compliance with State standards.

3(c) Expose sensitive receptors to substantial pollutant concentrations? **Determination: Less than Significant Impact.**

SCAQMD developed Localized Significance Thresholds (LSTs) in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects based on the federal and/or State ambient air quality standards (NAAQS/CAAQS) (see Table 5). The methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* was used to assess local impacts

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. For CO and NO₂, if ambient levels are below the standards, the project is considered to be less than significant. A project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}; both of which are non-attainment pollutants (see Table 6).

Emissions Considered

SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The maximum daily disturbed acreage was assumed as follows:

- Demolition activities 1.5 acres
- Site preparation activities 3.5 acres
- Grading activities 4.0 acres

Table 9
Summary of Peak Operational Emissions without Mitigation

Operational Activities Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	5.41	4.00E-04	0.04	0.00	1.50E-04	1.50E-04
Energy Source	0.01	0.13	0.11	7.70E-04	0.01	0.01
Mobile (Passenger Cars)	0.46	0.69	10.22	0.04	4.14	1.12
Mobile (Trucks)	1.30	36.20	10.12	0.14	4.43	1.41
On-Site Equipment	0.15	1.79	0.78	3.17E-03	0.06	0.05
Total Maximum Daily Emissions	7.32	38.81	21.28	0.18	8.64	2.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Activities Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	5.41	4.00E-04	0.04	0.00	1.50E-04	1.50E-04
Energy Source	0.01	0.13	0.11	7.70E-04	0.01	0.01
Mobile (Passenger Cars)	0.42	0.75	9.08	0.03	4.14	1.12
Mobile (Trucks)	1.31	37.32	10.29	0.13	4.43	1.42
On-Site Equipment	0.15	1.79	0.78	3.17E-03	0.06	0.05
Total Maximum Daily Emissions	7.32	38.81	21.28	0.18	8.64	2.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-6.

Sensitive Receptors

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the project site. To assess the stationary source operational and construction air impacts, six sensitive receptor locations were identified.

The nearest sensitive receptor to the project site is an existing residence approximately 10 feet/3 meters west of the project site boundary. Other sensitive receptors are located as follows:

- Approximately 15 feet north of the project site there are residential outdoor living areas (backyards) on the south side of Arrow Route.
- Approximately 160 feet on the west side of Vineyard Avenue are commercial/office uses.
- Approximately 90 feet south of the project site on the south side of 9th Street are commercial/office uses.
- Approximately 10 to 20 feet west of the project site boundary are residential outdoor living areas (backyards), with other backyards located west of the project site boundary at approximately 85 feet away.

The Methodology explicitly states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Most of the sensitive receptors listed above are located within the 25-meter range. Consistent with SCAQMD’s Final LST Methodology, a 25-meter receptor distance was utilized to determine LSTs for emissions of PM10 and PM2.5.

Construction

Since the total acreage disturbed was found to be less than five acres per day for demolition, site preparation, and grading activities, SCAQMD’s screening look-up tables were used to determine impacts. The look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, therefore linear regression was used to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in Table 10, *Maximum Daily Localized Emissions Thresholds*, were calculated by interpolating the threshold values for the project’s disturbed acreage. As previously noted, a 25-meter receptor distance was used to determine the LSTs for emissions of CO, NO₂, PM10, and PM2.5.

Table 10
Maximum Daily Localized Emissions Thresholds

Pollutant	Construction	Operations
NO _x	118 lbs/day (Demolition) 220 lbs/day (Site Preparation) 237 lbs/day (Grading)	270 lbs/day
CO	863 lbs/day (Demolition) 1,713 lbs/day (Site Preparation) 1,873 lbs/day (Grading)	2,193 lbs/day
PM10	5 lbs/day (Demolition) 11 lbs/day (Site Preparation) 13 lbs/day (Grading)	4 lbs/day
PM2.5	4 lbs/day (Demolition) 7 lbs/day (Site Preparation) 8 lbs/day (Grading)	2 lbs/day

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-8.*

Table 11, *Localized Significance Summary of Construction without Mitigation*, shows localized impacts at the nearest receptor location in the vicinity of the project site. Without mitigation, localized construction emissions would not exceed applicable SCAQMD LSTs for emissions of PM10 and PM2.5 during site preparation.

Operation

As shown on Table 12, *Localized Significance Summary of Operations without Mitigation*, operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. The 11.73-acre site is larger than the 5 acres or less assumed in the LST look-up tables. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area.

Table 11
Localized Significance Summary of Construction without Mitigation

On Site Demolition Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	35.78	22.06	3.53	1.93
SCAQMD Localized Threshold	118	863	5	4
Threshold Exceeded?	NO	NO	NO	NO
On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	45.57	22.06	10.88	6.23
SCAQMD Localized Threshold	220	1,713	11	7
Threshold Exceeded?	NO	NO	NO	NO
On-Site Grading Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	54.52	33.38	6.39	3.66
SCAQMD Localized Threshold	237	1,873	13	8
Threshold Exceeded?	NO	NO	NO	NO

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-9.

Table 12
Localized Significance Summary for Operations without Mitigation

Operational Activities	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	2.64	1.73	0.40	0.16
SCAQMD Localized Significance Threshold	270	2,193	4	2
Threshold Exceeded?	NO	NO	NO	NO

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-10.

This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project site boundary. As such, LSTs for a 5-acre site during operations were used as a screening tool to determine if further detailed analysis is required. As shown in Table 9, the project will have a less than significant localized impact during operational activity.

CO Hot Spot Analysis

The proposed project was also the subject of a Health Risk Assessment (HRA) (Appendix C). The conclusion of the HRA was that the proposed warehouse project would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the *Los Angeles Hot Spot Study* conducted in 2003 or based on representative CO threshold considerations established by the Bay Area Air Quality Management District (BAAQMD). Therefore, CO “hot spots” are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

3(d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? **Determination: Less than Significant Impact.**

The potential for the project to generate objectionable odors was also considered in the Air Quality Assessment. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies

The proposed project would not include land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project’s (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short term and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

As required by City code, project-generated refuse must be stored in covered containers and removed at regular intervals. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Rule 402 prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Therefore, odors associated with the proposed project construction and operations would be less than significant and no mitigation is required.

Evaluation of the Proposed Project in Light of the Sierra Club v County of Fresno (Friant Ranch) Case

In December 2018, the California Supreme Court decided the *Sierra Club v County of Fresno (Friant Ranch)* case. In the Brief of Amicus Curiae provided to a lower court by the SCAQMD in the Friant Ranch case, in April 2015, SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Friant Ranch project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence) (Brief at pages 9-10). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)) (Brief at page 10). It should also be noted that the actual occurrence of specific health conditions is based on numerous other factors that are infeasible to quantify, such as an individual's genetic predisposition, diet, exercise regiment, stress, and other behavioral characteristics.

Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the Project. Ibid. The Brief also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results (Brief at page 14). Similarly, SCAQMD staff does not currently know of a way to accurately quantify ozone related health impacts caused by NO_x or VOC emissions from relatively small projects. Reached with respect to NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations (Brief at page 12). The Brief concluded, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful (Brief at page 15). On the other hand, for extremely large regional projects (unlike the proposed Phelan Development project), SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_x and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone (Brief, at page 12).

The proposed project does not generate anywhere near 6,620 pounds per day of NO_x or 89,190 pounds per day of VOC emissions. The proposed project would generate a maximum of 54.59 pounds per day of NO_x during construction and 38.81 pounds per day of NO_x during operations (0.82 percent and 0.58 percent of 6,620 pounds per day, respectively). The proposed project would also generate 62.45 pounds per day of VOC emissions during construction and 7.32 pounds per day of VOC emissions during operations (0.07 percent and 0.01 percent of 89,190 pounds per day, respectively). Therefore, the project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, this the Air Quality Assessment (Appendix B) evaluated the proposed project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the proposed project's on-site emissions to SCAQMD's applicable LST thresholds. The result is that the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM₁₀.

MITIGATION MEASURES

Projects impacts on Air Quality have been determined to be less than significant. Therefore, no mitigation measures have been identified.

IMPACT CONCLUSION

No significant adverse impacts are identified or anticipated, and no mitigation measures have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES: <i>Would the Project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on state or federally protected wetlands t (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?				✓

DISCUSSION

- 4(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
Determination: Less than Significant with Mitigation Incorporated.

The project site is located in an area developed with urban uses including dirt and asphalt areas, approximately 16 vacant residences and commercial buildings, and multiple large trees and large shrubs on site.

A general Biological Resources Site Survey (see Appendix D for Biological Resources assessment Report) was conducted by a qualified biologist in February 2019 with an emphasis on special-status species known to occur in the area. Wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined per known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The focus of the wildlife surveys was to identify potential habitat for special status wildlife

within the project area. Disturbance characteristics and all animal sign encountered on the site were recorded.

Research included a review of maps and databases. Figure 8, *Site Soils*, shows the types of soil known on and in the vicinity of the project site. Database searches identified 38 sensitive species (18 plant, 16 animal, 3 insect) and one sensitive habitat within the *Ontario* USGS 7.5-minute series quadrangle. Figure 9, *3-Mile CNDDDB Occurrences*, graphically depicts the findings of the California Natural Diversity Database (CNDDDB) search. The database searches did not indicate the presence of State- and/or federally-listed threatened or endangered species or USFWS-designated Critical Habitats on the project site, or in the immediate vicinity. Additionally, no State- and/or federally-listed threatened or endangered species, or other sensitive species were observed on site during the survey.

Habitat on site consists primarily of non-native, ruderal vegetation and ornamental trees such as pepper, eucalyptus, avocado, ash, and jacarandas. An arborist report regarding the heritage status of the trees on site was prepared and is summarized in Section 4(e) below.

The ruderal vegetation present within the project area consists mainly of annual non-native grasses (e.g. red brome *Bromus rubens*, ripgut brome *Bromus diandrus*) with occasional low-growing annual and perennial Mediterranean hoary mustard (*Hirschfeldia incana*), and redstem filaree (*Erodium cicutarium*).

Species observed or otherwise detected on site during the surveys included:

- morning dove
- mocking bird
- red-tail hawk
- common raven
- American kestrel, and
- domestic dog

The project site has a very low potential for occurrence of any sensitive species identified in the database searches for this area because the project site is relatively small (11.73 acres) small, highly disturbed by urban uses including weed abatement activities and is landlocked on the north, south, west and east by intensive urban development. No State-- and/or federally-listed threatened or endangered species, or other sensitive species were observed within the subject parcel or buffer survey areas.

Burrowing Owl (BUOW)

BUOW is a ground-dwelling owl typically found in arid prairies, fields, and open areas where vegetation is sparse and low to the ground and are known to occur locally within suitable habitat areas. BUOW depends on the presence of mammal burrows, i.e. ground squirrel burrows to provide shelter from predators, inclement weather and to provide a nesting place. They are also known to make use of human-created structures, such as cement culverts and pipes, for burrows. They feed primarily on insects but will also take small rodents, birds, and reptiles. They are active during the day and night, generally observed in the early morning hours or at twilight. The breeding season for BUOW is February 1 through August 31. The BUOW is not listed under the State or Federal Endangered Species Act but is considered both a State and federal species of special concern (SSC). The BUOW is a protected by the international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California Fish and Game Code (CDFG Code #3513 & #3503.5).

Per the definition provided in the *2012 CDFG Staff Report on Burrowing Owl Mitigation*, “Burrowing owl habitat generally includes, but is not limited to, short or sparse vegetation (at least at some time of year), presence of burrows, burrow surrogates or presence of fossorial mammal dens, well-drained soils, and abundant and available prey.” Therefore, the project site and immediate vicinity does not contain suitable habitat for this species for the following reasons:

- No burrows exist on site
- Soils are tilled for weed abatement on a consistent basis
- Surrounding adjacent development
- Presence of predators of BUOW such as red-tail hawks and domestic dogs

No evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect or shape were located, and no BUOW pellets, feathers or white wash was found. No BUOW individuals were observed. Therefore, BUOW are considered absent from the site at the time of surveys.

Nesting Birds

The site is suitable for use by raptors for both nesting and foraging purposes. Red-tailed hawks, in particular, were observed perching on site. The project site and immediate surrounding areas do contain habitat suitable for nesting birds in general, including the several larger trees on site.

Summary of Findings

The subject parcel is not designated as Critical Habitat, no suitable habitat for sensitive species exists on site, and no sensitive species were observed during survey.

There is low potential for BUOW or other sensitive species due to the lack of suitable habitat.

The trees on site have a potential to support nesting birds and raptors such as red-tailed hawks. Therefore, to reduce the potential impacts to nesting birds, **Mitigation Measure BIO-1** has been identified and included at the end of this section under Mitigation Measures.

- 4(b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? **Determination: No Impact;** or
- 4(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? **Determination: No Impact.**

Jericho Systems assessed the project site for jurisdictional waters. The purpose of the jurisdictional delineation (JD) was to determine the extent, if any, of State and /or federal jurisdictional waters that are subject to Sections 404 and 401 of the federal Clean Water Act (CWA) regulated by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) respectively; and/or Section 1602 of the California Fish and Game Code (FGC) administered by the CDFW.

During the site survey, the biologist also evaluated the project site and adjacent areas for the presence of riverine/riparian/wetland habitat and jurisdictional waters, i.e. waters of the U.S. as regulated by the US Army Corps of Engineers (USACE) and Regional water Quality Control Board (RWQCB), and/or

jurisdictional streambed and associated riparian habitat as regulated by the California Department of Fish and Wildlife (CDFW). During the field surveys, the biologist assessed the site for depressions, inundation, presence of hydrophytic vegetation, staining, cracked soil, ponding, and corresponding physical characteristics such as changes in the character of soils, and checked for the presence of definable channels, soils, and hydrology. Evaluation of potential federal jurisdiction followed the regulations set forth in 33CFR part 328 and the USACE guidance documents and evaluation of potential State jurisdiction followed guidance in the Fish and Game Code and *A Review of Stream Processes and Forms in Dryland Watersheds* published by CDFW in 2010.

The Cucamonga Creek flood control channel is located off site to the east. As shown in Figure 10, *Blueline Stream*, there are no drainages on site. The adjacent Cucamonga Creek channel is the only known stream in the vicinity. No aspect of the site presents any evidence of jurisdictional waters or riverine/riparian areas. None of the following indicators are present on site: riparian vegetation, facultative, facultative wet or obligate wet vegetation, harrow marks, sand bars shaped by water, racking, rilling, destruction of vegetation, defined bed and bank, distinct line between vegetation types, clear natural scour line, meander bars, mud cracks, staining, silt deposits, litter- organic debris. No riverine/riparian areas occur on site.

Further, there is no historical, biological, or hydrological evidence that would indicate the presence of vernal pools. No vernal swales, vernal pool-like ephemeral ponds, or stock ponds are present on site. None of the mapped soils on site are listed on the USDA-NRCS National Hydric Soils List. The duration, timing, and frequency of inundation on site provide no indication or validation of vernal pool ecology. Water does not accumulate on surface for seasonal periods (more than three weeks) of inundation. Clay soils are not mapped on site. The site as a whole lacks the water retention capabilities necessary to support vernal pools the biological functions and values of vernal pools do not exist on site. No vernal pools occur on site.

Therefore, development of the proposed project on this site would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or US Fish and Wildlife Service.

- 4(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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The project site is developed with urban uses, both residential and non-residential buildings and related hardscape/landscape are located on site. The perimeter of the site is fenced. Therefore, wildlife movement across or through the site does not occur under existing conditions. The proposed project includes new perimeter wall around the project site boundary. Therefore, there would continue to be no corridor across the site for terrestrial wildlife, birds may be adversely affected. Mitigation measure BIO-1 addresses this issue by requiring a nesting bird pre-construction survey that includes the provision for setting up appropriate no-work buffers around occupied trees until the nest is no longer occupied with young birds.

Regarding, other potential native wildlife nursery sites, see discussion of resident species in 4(a) above. There are no special status species known to occur on the project site.

- 4(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Determination: Less Than Significant with Mitigation Incorporated.**

All heritage trees on all private property within the City are subject to the provisions of the Rancho Cucamonga Development Code Section 17.16.080, unless it a tree is designated as a historic landmark. Per Section 17.16.080(C), a heritage tree is defined as any tree which meets at least one of the following criteria:

1. All eucalyptus windrows; or
2. Any tree in excess of thirty (30) feet in height and having a single trunk diameter at breast height (DBH) of twenty inches or more as measured 4.5 feet from ground level; or
3. Multi trunk trees having a total diameter at breast height (DBH) of thirty inches or more as measured 4.5 feet from ground level; or
4. A stand of trees the nature of which makes each dependent upon the others for survival; or
5. Any other tree as may be deemed historically or culturally significant by the city planner because of age, size, condition, location, or aesthetic qualities.

A Tree Removal Permit is required for the removal of any trees on the project site that meet the criteria set forth above. Permit requirements are as follows:

1. No person, firm, or corporation shall remove, relocate, or destroy any heritage tree within the City limits, including an applicant for a Building Permit, without first obtaining a Tree Removal Permit from the Planning Director.
2. No Tree Removal Permit shall be issued for the removal of any heritage tree on any lot associated with a proposal for development, unless all discretionary approvals have been obtained from the City, or unless an emergency waiver is granted pursuant to Subsection 17.16.080.G (Emergency Waiver).
3. No tree designated as a historic landmark shall be altered, removed, relocated, or destroyed by any person, firm, or corporation without first obtaining both a Certificate of Compliance and a Tree Removal Permit. Alternation, removal, relocation, or destruction of trees designated as historic landmarks may require a Certificate of Compliance even if exempt from the requirement for a tree removal permit under this Section.

Section 17.16.080(E) lists the exemptions to the provisions of the Chapter as follows:

1. Trees which are fruit or nut bearing.
2. Trees planted, grown, and/or held for sale by licensed nurseries and/or tree farms or the removal or transplanting of such trees pursuant to the operation of a licensed nursery and/or tree farms.
3. Trees within existing or proposed public rights-of-way where their removal or relocation is necessary to obtain adequate line-of-sight distances as required by the City Engineer, or his or her designee.
4. Trees that, in the opinion of the Director of Public Works Services, or his or her designee, will cause damage to existing public improvements.
5. Trees that require maintenance or removal action for the protection of existing electrical power or communication lines or other property of a public utility.
6. Trees within a designated Urban Wildlife Interface Area.

An arborist survey was conducted for the proposed project (Appendix E). Trees located on the project site include California pepper (*Schinus molle*), eucalyptus (*Eucalyptus spp.*), live oak (*Quercus wislizeni*), avocado (*Persea Americana*), Aleppo pine (*Pinus halepensis*), ash (*Fraxinus spp.*), Jacaranda (*Jacaranda mimosifolia*), Deodar (*Cedrus deodara*), and American sycamore (*Platanys occidentalis*). These species are all identified by the City of Rancho Cucamonga as heritage trees, and all but the sycamore were found to be in good health. However, as stated in the Arborist's Report, most trees on the site do not meet the criteria for heritage trees. The Arborist has identified 15 trees that meet the criteria. Table 13, *Heritage Trees Located at 9768 Ninth Street, Rancho Cucamonga*, lists the tree species, height and status of their health of the 15 trees.

In summary, the arborist has identified the trees on site that are subject to the permit requirements under Section 17.16.080 of the City's Development Code. The remaining trees on site do not meet the criteria either due to their size, health, or location within the project boundaries that will be developed. Any trees selected for preservation should be protected by the implementation of tree protection zone (TPZ). This issue is addressed below as **Mitigation Measure BIO-2**. With implementation of this measure, impacts to heritage trees would be less than significant.

- 4(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?
Determination: No Impact.

The city does not have any areas that are covered by an adopted HCP, NCCP, or other approved State Habitat Conservation Plan. The project site is not located within a local conservation area according to the General Plan, Open Space and Conservation Plan, Figure RC-1. No conflicts with habitat conservation plans will occur.

Table 13
Heritage Trees Located at 9768 9th Street, Rancho Cucamonga

Tree No.	Species	DBH (inches)	Height (feet)	Health
1	California pepper	41.4	55	Good
2	Eucalyptus	56.4 and 41.3	60	Good
3	Avocado	20.3	33	Good
4	Ash	33.0	20	Good
5	Live Oak	34.4	36	Good
6	Ash	26.1	32	Good
7	Ash	52.2	30	Good
8	Aleppo pine	33.4	55	Good
9	Eucalyptus	22.6	53	Good
10	Eucalyptus	20.4	66	Good
11	Eucalyptus	21.1	51	Good
12	Jacaranda	26.0	50	Good
13	Deodar	29.0	60	Good
14	Deodar	27.0	65	Good
15	Sycamore	21.0	40	Fair

Source: Dan Begley, Certified Arborist, Report, March 2019, Table A.

MITIGATION MEASURES

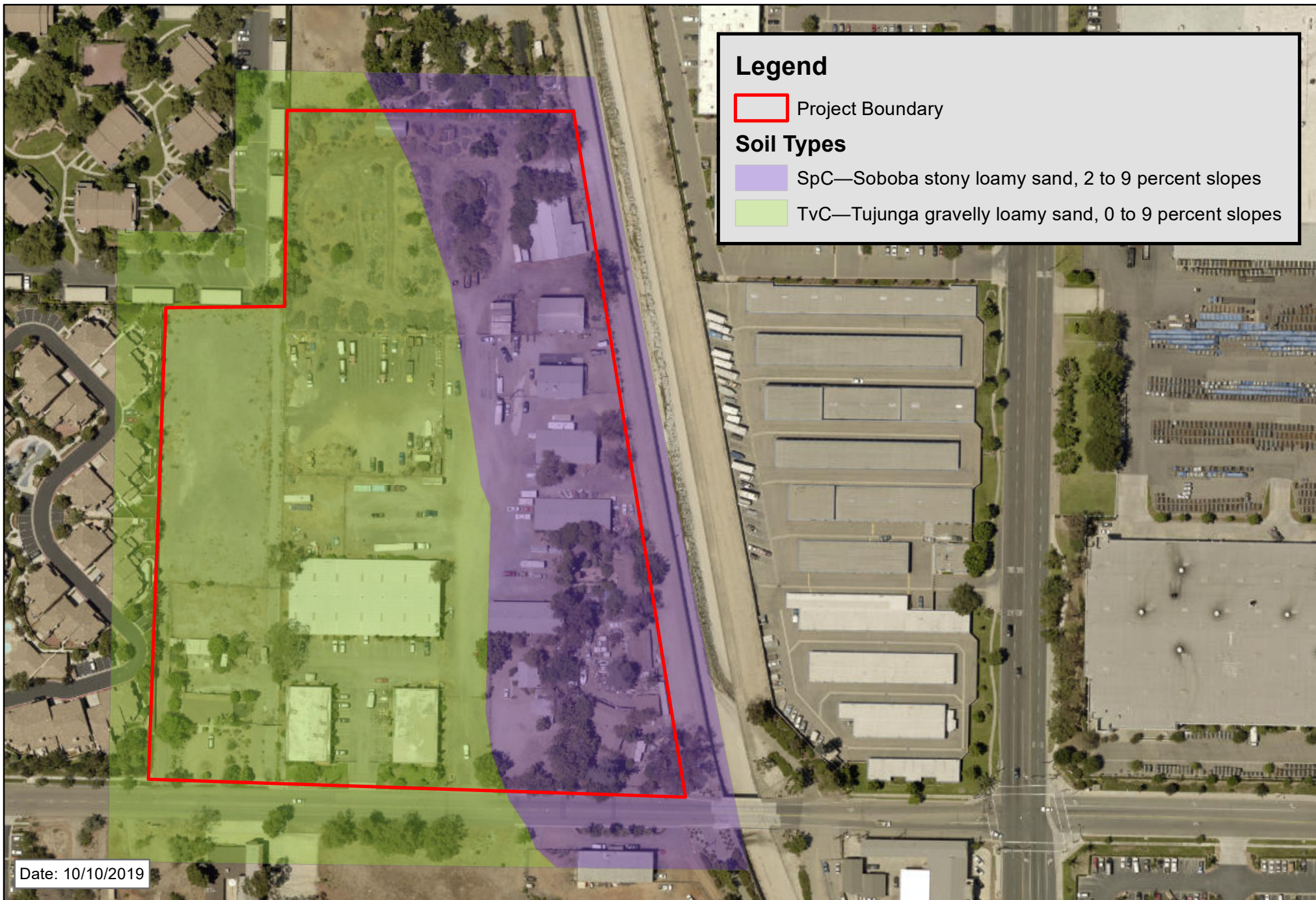
BIO-1 Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist shall set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

BIO-2 Prior to ground-disturbing construction activities near any tree - heritage or otherwise - selected for preservation, a qualified biologist or arborist shall establish a tree protection zone (TPZ) around each tree or group of trees (for tree locations, see *9th Street and Vineyard Avenue Warehouse Project Certified Arborist Report*, in Appendix E of the Initial Study).

A TPZ is defined as an area that is temporarily fenced around a tree or group of trees where construction activities, including raking, cutting, storage of construction equipment or materials (including landscape equipment) shall occur. All construction personnel shall be instructed on the protocols to minimize impacts to trees and adhere closely to the TPZ requirements.

IMPACT CONCLUSION

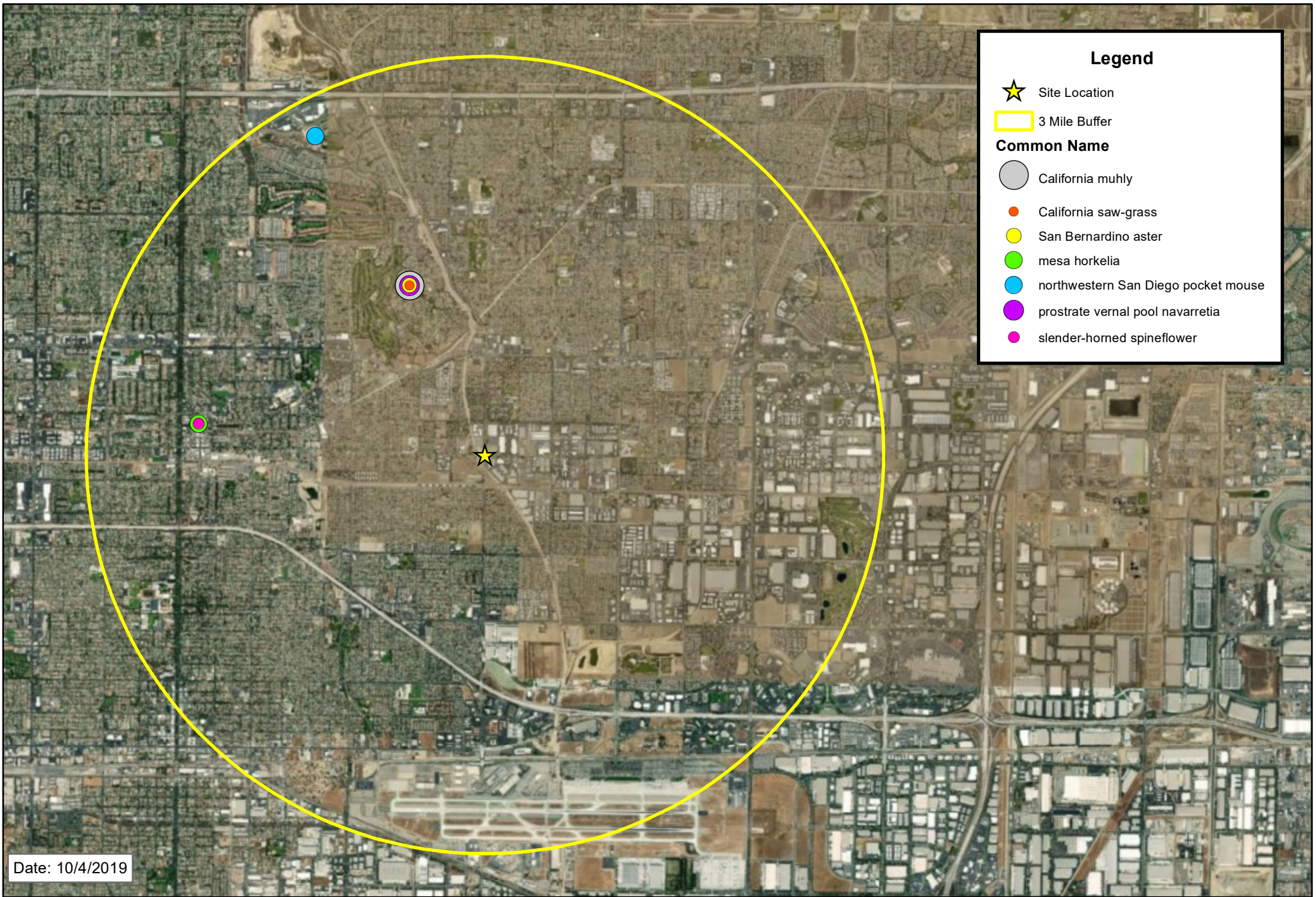
Implementation of BIO-1 for nesting birds and approval of a Tree Removal Permit (BIO-2) would ensure that impacts associated with the proposed project would be less than significant.



1 inch = 167 feet

Figure 8
Soils Overlay

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga



Legend

★

Site Location

3 Mile Buffer

Common Name

○

California muhly

●

California saw-grass

●

San Bernardino aster

●

mesa horkelia

●

northwestern San Diego pocket mouse

●

prostrate vernal pool navarretia

●

slender-horned spineflower

0 0.45 0.9 1.8 2.7 3.6 Miles

Imagery Date: 8/6/2017

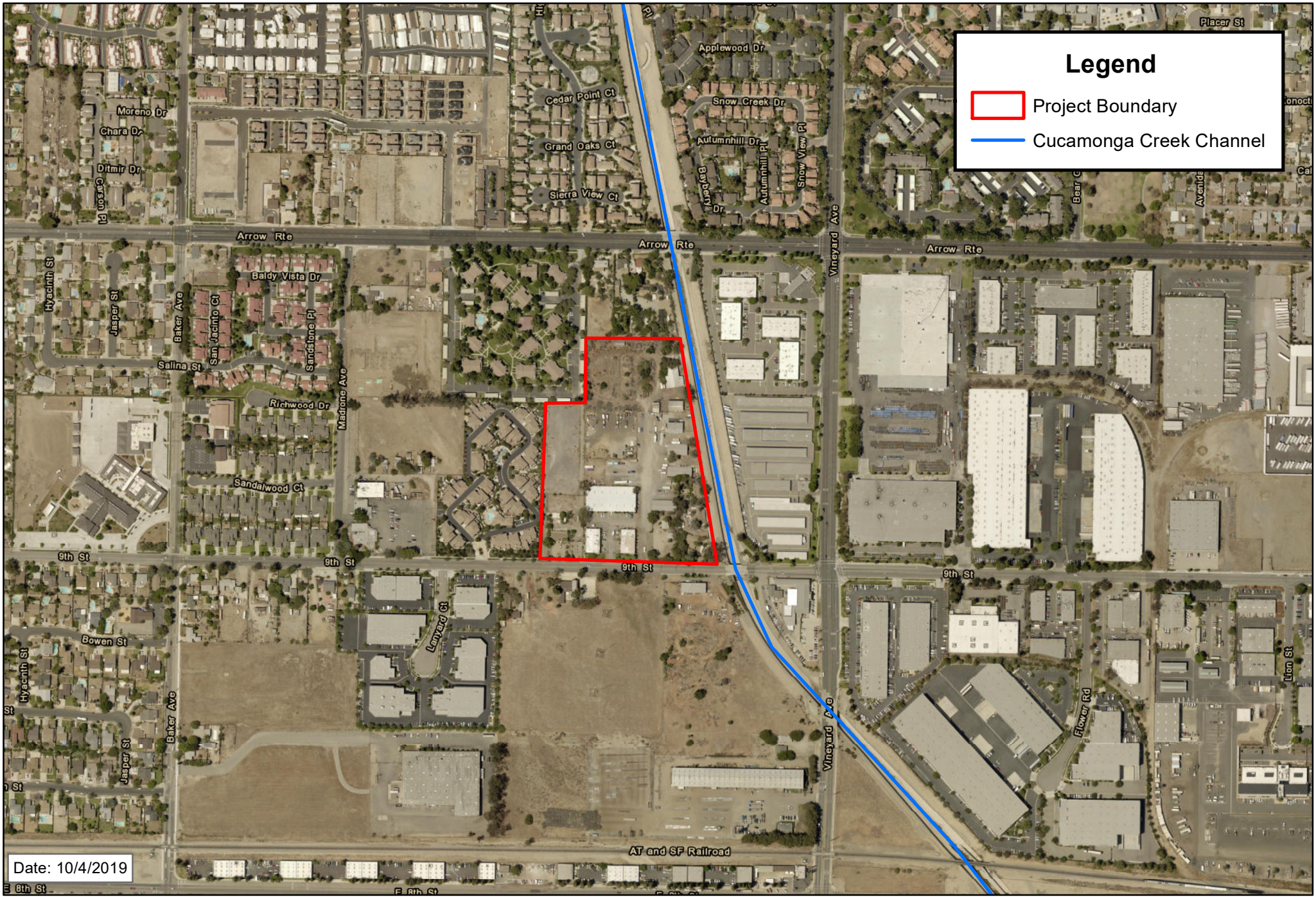
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1 inch = 4,899 feet

Figure 9
3 Mile CNDDDB Occurences

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

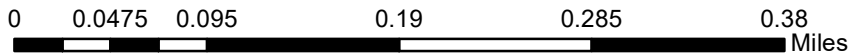


Legend

Project Boundary

Cucamonga Creek Channel

Date: 10/4/2019



Imagery Date: 8/6/2017

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,



1 inch = 500 feet

Figure 10
Blueline Stream

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to CEQA Guidelines Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

DISCUSSION

5(a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? **Determination: Less Than Significant Impact.**

CEQA Guidelines Section 15064.5 specifically addresses determining the significance of impacts to archaeological and historical resources. A Cultural Resources Assessment (Appendix F) was prepared for the proposed project in March 2019. The assessment consisted of a records search through the South Central Coastal Information Center (SCCIC) to determine whether previously recorded sites or resources exist within the project area, or whether the project area has been the subject of any previous cultural resource studies. Eight cultural resources have been previously recorded within the 0.5-mile radius of the project site, but none are located on site.

In addition, through the use of historic aerial photographs and San Bernardino County Assessor data, buildings within the project area that are 45 years of age or older were identified. Finally, a reconnaissance-level survey of eight properties located within the project area was completed to identify buildings that may require documentation and evaluation.

The project area contains parcels that were originally recorded as Cucamonga Fruit Lands tract, developed and heavily advertised by the Cucamonga Fruit Lands Company as a lure to potential residents throughout the nation. Of the seven parcels within the project site, historic-era buildings were identified within four parcels. These buildings were either non-residential warehouse /barn buildings or residences and related outbuildings.

Evaluation of Eligibility

The evaluation of eligibility of the structures located on site was based on limited archival research, typical for a due-diligence analysis, sufficient to make a recommendation of eligibility for architectural significant [CRHR Criterion 3/Rancho Cucamonga Criteria B (3 and 4)] and potential eligibility for associational significance [CRHR Criteria 1, 2 or 4/Rancho Cucamonga Criteria B (1, 2, and 5)]. Sources reviewed include assessor information, historic maps and aerials photographs, and the Rancho Cucamonga Historic Context Statement (Chattel 2010). No historical societies were consulted as part of the research. The findings of the Cultural Resources Assessment are as follows:

California Register of Historic Resources (CRHR)

1. None of the buildings are likely to be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. None of the buildings are likely to be associated with the lives of persons important to local, California, or national history.
3. None of the building embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. None of the buildings have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Rancho Cucamonga Landmarks Evaluation

Criterion B(1): None of the buildings were confirmed to be associated with events that made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. The eight buildings evaluated are outside of the periods of significance of the contexts of Early Settlement (1811-1876), Acquisition of Land and Water (1877-1946), and Consolidation and Incorporation (1977-2010). It is likely the buildings are associated under Criterion B(1) under the contexts of Acquisition of Land and Water (1877-1946), Railroad Development and the Agriculture Industry (1877-1970), or Postwar Development (1945-1977). Although comprehensive research was not conducted for a full evaluation under this criterion, it is unlikely that these properties would be eligible for their association with one of these themes.

Criterion B(2): None of the buildings are likely to be associated with persons important to local, California, or national history.

Criterion B(3): None of the buildings embody the distinctive characteristics of a type, period, or method of construction.

Criterion B(4): None of the buildings represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion B(5): None of the buildings have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Criterion C: Because none of the buildings are recommended eligible as Rancho Cucamonga Landmarks, evaluation of integrity is irrelevant.

Based on the findings the Archaeologist concluded that none of the buildings were eligible for listing as Rancho Cucamonga Landmarks under criteria B 3, 4, or 5 nor likely to be eligible under criteria B 1 or 2.

Because none of the buildings on the project site are recommended eligible for listing in the CRHR, none are considered historical resources under CEQA. Therefore, this impact is considered to be less than significant.

- 5(b) Cause a substantial adverse change in the significance of an archeological resource pursuant to CEQA Guidelines Section 15064.5? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Cultural Resources Assessment focused on potential historic resources on the project site and did not specifically address archaeological resources. This is due in part because the project site has been fully disturbed with urban uses - both residential and non-residential uses and related landscape and hardscape areas, and underground infrastructure (e.g. water lines).

There is always the potential to unearth unknown archaeological resources during grading and construction at a site, particularly when excavation and trenching are done to install new wet and dry utilities. Therefore, **Mitigation Measures CR-1** and **CR-2** have been identified should unknown resources be uncovered during demolition, site preparation/grading and construction (including installation of underground wet and dry utilities). Mitigation measures are located at the end of this section.

5(c) Disturb any human remains, including those interred outside of dedicated cemeteries?
Determination: Less Than Significant with Mitigation Incorporated.

The project site does not contain a cemetery and no known formal cemeteries are located within the vicinity of the project site. The site has been used continuously over the past 50+ years for residential and non-residential uses. Regardless of past and existing site activities, there is a remote possibility that human remains may be unearthed during grading and excavation.

If human remains are unearthed during grading and construction, the construction contractor is required by law to comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

California Public Resources Code Section 5097.98 requires that whenever the NAHC receive s notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, and the implementation of **Mitigation Measure CR-3**, any potential impacts to human remains, including human remains of Native American descent, would be less than significant.

MITIGATION MEASURES

Archaeological Resources

CR-1 Prior to issuance of a grading permit, the applicant or construction contractor shall hire a qualified archaeologist to prepare a monitoring plan for the project site. The monitoring plan shall be submitted to the City of Rancho Cucamonga Development Services Director or his/her designee and shall include:

- A training program for construction supervisors and crew members to recognize resources if they are encountered during ground disturbing construction activities;
- The construction supervisor shall be required to halt construction activities in the immediate vicinity of the suspected resource and redirect activities to another part of the site to allow the project archaeologist time to identify and evaluate the resource. No grading activity will recommence in that area until cleared by the project archaeologist.
- All mitigation measures shall be included in the notes on grading plans for the project.

CR-2 If a significant archaeological resource is uncovered, ground disturbing activities shall be suspended within 100-feet of the potential resource(s). The project archaeologist shall notify the Development Services Director or his/her designee and the applicant to discuss the significance of the find and the mitigation that will be required. The project archaeologist shall prepare a treatment plan that shall be implemented to protect the resource(s). A final report summarizing the significance of the resource(s) found, and the treatment of the resource(s) shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the project archaeologist shall notify the appropriate Native American Tribe(s) from a list provided by the City.

Discovery of Human Remains

The following California Health and Safety Code §7050.5 requirement for the inadvertent discovery of human remains is included as Mitigation Measure CR-3.

CR-3 State Requirements for Human Remains. If human remains are unearthed during grading and construction, the construction contractor is required by law to comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

IMPACT CONCLUSION

With implementation of Mitigation Measures CR-1 and CR-2 for the discovery of unknown archaeological resources and CR-3 for the inadvertent discovery of human remains, impacts associated with Cultural Resources would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. 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

Information from the CalEEMod outputs for project's Air Quality Assessment (Appendix B) were used in the Energy Analysis (Appendix G) detailing related construction equipment, transportation energy demands, and facility energy demands. The purpose of this section is to evaluate the potential for a project to use consume energy resources in a wasteful, inefficient or unnecessary way during construction or operation, or conflict/obstruct a State or local plan for renewable energy or energy efficiency.

6(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Construction Energy Demand

The estimated power cost of on-site electricity usage during the construction of the proposed project was estimated to be approximately \$8,780.14.

Construction equipment used for the project would result in single event consumption of approximately 57,968 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the project's proposed construction process that are unusual or energy-intensive, and project construction equipment would conform to the applicable California Air Resources Board (CARB) emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best available control measures inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the proposed project would result in the estimated fuel consumption of 34,335 gallons of fuel. Additionally, fuel consumption from construction vendor trips (medium and heavy-duty trucks) would total approximately 53,264 gallons. Diesel fuel would be

supplied by local and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchases, transport and use of construction materials. The 2016 Integrated Energy Policy Report released by the California Energy Commission has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements.

Construction Energy Efficiency/Conservation Measures

The equipment used for project construction must conform to CARB regulations and California emissions standards. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors that practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. However, **Mitigation Measure EN-1**, located at the end of this section, is included to ensure compliance with anti-idling and emissions regulations.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and best available control measures (BACM). More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. To this end, "grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed development through energy efficiencies realized from bulk purchase, transport and use of construction materials.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed project-specific information on construction materials. At this time, an analysis of the energy needed to create project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of

construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Taking all this into consideration and supported by the findings of the project's focused Energy Analysis (Appendix G), project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operations Energy Demand

Annual vehicular trips and related vehicle miles traveled (VMT) generated by the project would result in an estimated 69,026 gallons of fuel consumption per year for light duty autos (LDA). Additionally, the project would result in an estimated 21,065 gallons of fuel consumption per year for light heavy duty (LHD) trucks. For medium heavy Duty (MHD) trucks, the project would result in an estimated 46,734 gallons of fuel consumption per year. For heavy heavy duty trucks (HHD) trucks an estimated 172,817 gallons of fuel consumption per year is estimated for the year 2020. The total estimated annual fuel consumption from project generated VMT would result in a fuel demand 309,642 gallons of fuel.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the project would be consistent with other warehouse uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. That is, the project does not include uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of LDAs and LHDs to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Therefore, the project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. For a more detailed discussion of energy consumption, refer to Initial Study Appendix G, *Energy Analysis*.

Facility Energy Demands

Project facility operational energy demands are estimated at 480,164 kBTU/year of natural gas; and 576,100 kWh/year of electricity. Natural gas would be supplied to the project by Southern California Gas Company; electricity would be supplied by Southern California Edison. The project includes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Warehouse uses proposed by the applicant are not inherently energy intensive, and the project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration.

6(b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
Determination: Less Than Significant Impact.

The project would provide for, and promote, energy efficiencies as required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation was calculated in the project's *Energy Analysis* (Appendix G) to be comparable to, or less than,

energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the project would not cause or result in the need for additional energy producing facilities or energy delivery systems.

MITIGATION MEASURES

EN-1 During all construction activities (demolition, grading, construction, etc.) vehicles and equipment shall not idle more than 5 minutes. To this end, all construction plans, including demolition plans, shall reference the requirement that a sign shall be posted on-site stating that construction workers must shut off engines at or before 5 minutes of idling. In this manner, construction equipment operators are informed that engines are to be turned off at or prior to 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials.

IMPACT CONCLUSION

With implementation of Mitigation Measure EN-1, the project's impacts on Energy would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS: <i>Would the project:</i>				
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?			✓	
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 resources or site or unique geologic feature?		✓		

DISCUSSION

7(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; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; or iv) landslides? **Determination: Less Than Significant Impact.**

Rupture of a known fault

According to the Geotechnical Investigation prepared for the project (Appendix H), the site is not within a currently established State of California Alquist-Priolo Earthquake Fault Zone or a San Bernardino County Fault Hazard Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The nearest active

faults to the site are the Cucamonga fault, located 4.5 miles to the north, and the Chino-Central Avenue fault, located approximately 8 miles to the southwest.

Ground surface rupture occurs when movement along a fault is sufficient to cause a gap or rupture where the upper edge of the fault zone intersects the earth surface. The potential for ground rupture at the project site is considered to be very low due to the absence of active or potentially active faults onsite.

Strong seismic ground shaking

The subject site is located in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located in the region. Significant damage to structures may be avoided during large earthquakes by designing proposed structures to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life in compliance with the California Building Code. Therefore, although project implementation would occur in a seismically active area, impacts would be less than significant with regard to impacts associated with strong seismic ground shaking.

Seismic-related ground failure

Liquefaction

Locally, the project site is underlain by several hundred feet of alluvial deposits which include distal alluvial fan deposits generated from the San Gabriel Mountains to the north interlayered with fluvial deposits from the meandering Santa Ana River to the south, resulting in interlayered fine- and coarse-grained deposits of clays, silts, and sands.

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. Seismically induced settlement may occur whether the potential for liquefaction exists or not.

Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. The Geotechnical Report concluded that groundwater is anticipated in excess of 100 feet below the ground surface. Based on the absence of groundwater, and the medium dense to very dense alluvium, the potential for liquefaction at the site is negligible and not a design consideration.

Subsidence

Similar to liquefaction, subsidence is the sinking or collapse of the ground. The difference is that subsidence is a more gradual phenomenon and is not directly related to seismic activity. Ground subsidence is the gradual settling or sinking of the ground with little or no horizontal movement. This condition is usually associated with the extraction of oil, gas, or groundwater from below the ground surface, or the organic decomposition of peat deposits, with a resultant loss in volume. The

Geotechnical Assessment of the project site did not identify subsidence as an issue of concern for the proposed project. Therefore, the project would not be adversely affected by ground subsidence.

Landslides

The project site is relatively flat and is surrounded by similar topography. There are no extreme changes in elevation at or near the project site that would cause the site to be susceptible to landslides. In addition, according to the project's Geotechnical Report, landslides are not mapped on or near the site. Due to the relatively level topography at the site, the report concluded that landslides are not present at the property or at a location that could impact the project site. Therefore, there is no impact to the project site from landslides.

Lateral Spreading

Lateral spreading of the ground can occur in gently to steeply sloping ground that is saturated, or in connection with seismically induced liquefaction. The Geotechnical Assessment of the project site did not identify lateral spreading as an issue of concern for the proposed project. Therefore, the project would not be adversely affected by this phenomenon.

7(b) Result in substantial soil erosion or the loss of topsoil? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

During the Geotechnical Investigation, native alluvial soils were encountered at all of the boring locations, with 11 of the 18 borings showing undocumented artificial fill over alluvial soil. The fill material was found to be silty sand with gravel, medium dense, damp dark brown; fine to coarse sand. Alluvial soils below were generally similar silty sand, very dense, damp, yellowish brown; fine to coarse sand; but with additional gravel and cobbles. Where the undocumented artificial fill, associated with previous site development, was encountered, it was found in the upper ½ to 4 feet of the geotechnical borings drilled. Site construction may unearth the undocumented fill, therefore, mitigation has been identified (See **Mitigation Measure GEO-1** below) to reduce impacts to less than significant.

In addition to the excavation and removal of the fill material., the development of the proposed project will require grading preparation, excavation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm related events. To control the potential for erosion to occur, all construction contractors are required to implement a dust control plan in compliance SCAQMD Rule 403 to reduce wind erosion (see Section 3, *Air Quality*). Additionally, the general contractor will be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that outlines Best Management Practices in order to reduce the potential for water erosion during construction (see Section 9, *Hydrology and Water Quality*). Therefore, with implementation of a dust control plan and a SWPPP, impacts in regard to substantial soil erosion or the loss of topsoil would be reduced to less than significant.

7(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? **Determination: Less Than Significant Impact.**

See response to 7(a), regarding ground failure, including liquefaction.

- 7(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? **Determination: Less Than Significant Impact.**

Expansive soils are those that shrink/swell with changes in soil moisture content. The most common problems occurring with development on these soils are related to building construction where changes in soil moisture content can cause alternate shrinking and swelling resulting in cracked foundations. The expansion potential of the on-site soils was tested during the Geotechnical Investigation of the site and determined to be very low. Therefore, this impact would be less than significant.

- 7(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? **Determination: No Impact.**

No septic tanks or other wastewater disposal system are proposed. The proposed project will be connected to the existing 8-inch sewer main in 9th Street (see discussion in Section 19, *Utilities and Service Systems*).

- 7(f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The 2010 General Plan Chapter 6, *Resource Conservation*, states that during the preparation of the General Plan update, a records search was conducted for the City by the San Bernardino County Museum. The results of the records search were that, previous geologic mapping of the Planning Area indicated that soils and geologic formations within the Planning Area have a low potential to contain significant paleontological resources. However, the City continues to screen development proposals in accordance with the requirements of CEQA and will require the research of any site that may be determined to have potential resources.

The project site is highly disturbed with urban uses and it is unlikely that paleontological resources would be discovered. However, because this is unknown, and the Geotechnical Investigation concluded that the undocumented fill and upper portion of the alluvium are not considered suitable for the support of compacted fill and settlement-sensitive structures (habitable buildings); remedial grading of the surficial soil will be required. This activity may unearth previously unknown paleontological resources and mitigation has been identified (See **Mitigation Measure GEO-2** below).

MITIGATION MEASURES

GEO-1 The Geotechnical Investigation Report prepared for the project (See Appendix H) provided a list of recommendations for the development of the project site. The Property Owner/Developer shall develop the site in compliance with the recommendations set forth in Section 8 of the *Geotechnical Investigation and Percolation Test Results, Warehouse Development North of East 9th Street and West of Vineyard Avenue, Rancho Cucamonga, California*, February 2019, and as required under the California Building Code.

GEO-2 If any paleontological resources (i.e., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to monitor construction activities, and to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific

recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the monitoring program must include, but not be limited to, the following measures:

- A copy of the monitoring program shall be submitted the City of Rancho Cucamonga Development Services Director or his/her designee include a schedule for the periodic monitoring during grading and excavation operations.
- The monitor shall have the ability to salvage fossils if they are unearthed to avoid construction delays and to remove samples of the soils that may contain the remains of small fossil invertebrates and vertebrates.
- The monitor shall be empowered to temporarily halt or divert equipment to allow the removal of larger fossils in a timely manner.
- The extent of the monitoring may be reduced if, in the opinion of the paleontologist, potentially fossiliferous units are not found in the subsurface, or if present that they are determined to be a low potential to contain or yield fossil resources.

IMPACT CONCLUSION

Adherence with the recommendations in the Geotechnical Investigation for the development of the project site, and implementation of a monitoring program should paleontological resources be discovered during site preparation, grading or other construction activities would ensure that impacts associated with Geology/Soils and Paleontological Resources would be less than significant. With implementation of Mitigation Measures GEO-1 and GEO-2, the potential project impacts related to Geology and Soils, and Paleontological Resources would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS: <i>Would the project:</i>				
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?			✓	

DISCUSSION

8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Determination: Less Than Significant Impact.**

A Greenhouse Gas Assessment was prepared for the project (Appendix I). Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (carbon dioxide), N₂O (nitrous oxide), CH₄ (methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of Greenhouse Gas Analysis (Appendix I), the focus was on emissions of CO₂, CH₄, and N₂O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

On October 17, 2017, SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) v2016.3.2. The purpose of this update to the model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and greenhouse gas (GHG) emissions from direct and indirect sources; and to quantify applicable air quality and GHG reductions achieved from mitigation measures.

Life Cycle Analysis (LCA)

A full LCA for construction and operational activity was not conducted due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the project development, infrastructure and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time a LCA would be extremely speculative and thus has not been prepared.

Additionally, SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined, therefore SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis.

Construction Emissions

Construction activities associated with the proposed project would result in emissions of carbon dioxide (CO₂) and (CH₄) from construction activities. For project emissions associated with construction, GHGs were quantified and amortized over the life of the project. To amortize the emissions over the life of the project, SCAQMD recommends calculating total GHG emissions for all construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. This was done for the proposed project.

Operations Emissions

Operational activities associated with the proposed project would result in emissions of CO₂, CH₄, and N₂O from the following primary sources:

- Area Source Emissions
- Energy Use Emissions
- Mobile Source Emissions
- On-site Emissions
- Solid Waste
- Water Supply, Treatment, and Distribution

Area Source Emissions

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

Energy Source Emissions (Combustion Emissions Associated with Natural Gas and Electricity)

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod™ default parameters were used.

Mobile Source Emissions

Vehicles Trips and Trip Lengths

Project mobile source GHG impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak hour traffic volumes and traffic operations in the vicinity of the project. The project related operational GHG impacts would derive primarily from vehicle trips generated by the project.

Per the *9th Street and Vineyard Avenue Warehouse, Rancho Cucamonga, California - Trip Generation Analysis* (TG) (see Appendix M), the proposed project is expected to generate a total of approximately 413 two-way trips per day (actual vehicles). The project trip generation includes 86 two-way truck trips per day. The following truck fleet mix was obtained from the TG and utilized for the purposes of estimating the truck trip generation for the site:

- 17.4 percent of the total trucks as 2-axle trucks (LHD)
- 23.3 percent of the total trucks as 3-axle trucks (MHD)
- 59.3 percent of the total trucks as 4+-axle trucks (HHD)

For passenger car trips, a one-way trip length of 16.6 miles was assumed as contained in the CalEEMod model defaults. For trucks, an average one-way trip length of 53.26 miles was derived from distances from the project site to the far edges of the Air Basin. Assuming 50 percent of trucks travel to the Port of Los Angeles and Port of Long Beach and the remaining 50 percent of trucks travel to either the Cajon Pass (San Bernardino County), Desert Center (eastern Riverside County), Santa Clarita (northern Los Angeles County) and/or the San Diego County Line, a weighted truck trip length of 53.26 miles was determined. For purposes of analysis, and as a conservative measure, a truck trip length of 55 miles was used. It is appropriate to stop the vehicle miles traveled (VMT) calculation at the boundary of the Air Basin because any activity beyond that boundary would be speculative and occur in a different Air Basin; this approach is also consistent with professional industry practice.

- Project site to the Port of Los Angeles/Long Beach: 58.25 miles
- Project site to Banning Pass: 58.47 miles
- Project site to San Diego County Line: 66.03 miles
- Project site to Cajon Pass: 28.70 miles
- Project site to Downtown Los Angeles: 39.90 miles
- Average Weighted Truck Trip Length = 53.26 miles

On-Site Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive

and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. The cargo handling equipment is assumed to have a horsepower (hp) range of approximately 175 hp to 200 hp. Based on the latest available information from SCAQMD; for example, high-cube warehouse projects typically have 3.6-yard trucks per million sf of building space. For the proposed project, based on the maximum square footage of the warehouse building space proposed (approximately 227,912 square feet), on-site modeled operational equipment includes two 200 hp, non-diesel- powered yard trucks operating at 4 hours a day for 365 days of the year.

Solid Waste

Industrial land uses result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling materials such as cardboard and plastic), and/or composting (landscape waste). The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed project were calculated by the CalEEMod model using default parameters.

Water Supply Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Greenhouse Gas Emissions Summary

The annual GHG emissions associated with the operation of the proposed project were estimated to be 3,662.40 MTCO₂e per year as summarized in Table 14, *Total Project Greenhouse Gas(annual)*.

Table 14
Total Project Greenhouse Gas (annual)

Emission Source	Emissions (metric tons per year)			
	CO2	CH4	N2O	Total CO2E
Annual construction-related emissions amortized over 30 years	39.64	0.01	0.00	39.79
Area	0.01	3.00E-05	0.00	0.01
Energy	209.18	8.07E-03	2.04E-03	209.99
Mobile Sources (Passenger Cars)	570.53	0.01	0.00	570.84
Mobile Sources (Trucks)	2,373.77	0.11	0.00	2,376.53
On-Site Equipment	50.83	0.02	0.00	51.24
Waste	45.13	2.67	0.00	111.82
Water Usage	244.28	1.79	0.04	302.19
Total CO2E (All Sources)	3,662.40			
SCAQMD Threshold (CO2e)	10,000			
Significant?	NO			

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Greenhouse Gas Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-1.*

The project net total GHG emissions would not exceed SCAQMD's screening threshold of 10,000 MTCO₂e per year. Table 14 shows that the proposed project would result in a less than significant impact with respect to GHG emissions.

The City of Rancho Cucamonga does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. SCAQMD's adopted numerical threshold of 10,000 MTCO₂e per year for industrial stationary source emissions was selected as the significance criterion. SCAQMD-adopted industrial threshold was selected by the City because the proposed project is analogous to an industrial use much more closely than any other land use such as commercial or residential in terms of its expected operating characteristics. The project consists of three warehouse buildings, characteristic of an industrial operation. Analysis of the project's traffic generation was based on the ITE Trip Generation Manual, 10th Edition, 2017 for industrial and warehouse uses. Also, 10,000 MTCO₂e is used as the significance threshold by many local government lead agencies for logistics projects throughout the SCAG region since SCAQMD adopted this threshold for its own use. Further, to ensure that the threshold is conservative in its application, although SCAQMD uses its adopted 10,000 MTCO₂e threshold to determine the significance of stationary source emissions for industrial projects, the 10,000 MTCO₂e threshold used in this analysis is applied to all sources of project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the CAPCOA *CEQA and Climate Change* handbook, as such the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The

latest threshold developed by SCAQMD using this method is 10,000 MTCO₂e per year for industrial projects. This threshold is based on the review of 711 CEQA projects.

As shown on Table 14, the project would result in approximately 3,662.40 MTCO₂e per year; thus would not exceed the SCAQMD/City's screening threshold of 10,000 MTCO₂e per year. Therefore, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and no mitigation or further analysis is required.

8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Determination: Less Than Significant Impact.**

Rancho Cucamonga Sustainability Community Action Plan

The City of Rancho Cucamonga released the Sustainable Community Action Plan in April 2017. In order to align with the State's long-term GHG reduction goals, the Plan identifies steps that the City can take to contribute towards a GHG reduction target that reduce emissions to 15 percent below 2008 levels by 2020. Policies and actions to achieve long term GHG reduction targets beyond 2020 that are further out in the future will be considered as the City identifies updates or revisions to the Rancho Cucamonga General Plan. It should be noted that the Plan does not authorize or mandate any given activity or initiative on the environment in the City of Rancho Cucamonga and is therefore not a project under CEQA. As such, consistency with the Plan is not required and will not be used to make any CEQA findings.

California Air Resources Board (CARB) Scoping Plan

CARB's *Scoping Plan* identifies strategies to reduce California's greenhouse gas emissions in support of State Assembly Bill 32 (AB32) which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project, such as energy efficiency. Finally, while some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.⁴ Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).

4. Renewables Portfolio Standards. Achieve 33 percent renewable energy mix statewide.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. Million Solar Roofs Program. Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. Medium- and Heavy-Duty Vehicles. Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.⁵ Future, yet to be determined improvements, includes hybridization of MD and HD trucks.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. High Speed Rail. Support implementation of a high-speed rail system.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. High Global Warming Potential Gases. Adopt measures to reduce high warming global potential gases.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO₂E/YR.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table 15, *Scoping Plan Consistency Summary*, summarizes the project's consistency with the State Scoping Plan. Table 15 shows that the project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 15
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	<i>Not applicable.</i> These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect manufacturing projects.
Light-Duty Vehicle Standards	T-1	<i>Not applicable.</i> This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	<i>Consistent.</i> The project will include a variety of building, water, and solid waste efficiencies consistent with 2019 Title 24 requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	<i>Not applicable.</i> Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	<i>Not applicable.</i> Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	<i>Not applicable.</i> This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	<i>Not applicable.</i> Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	<i>Not applicable.</i> Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and will be voluntary, the proposed Project would not interfere with their implementation.
	T-6	
	E-4	
Million Solar Roofs (MSR) Program	E-4	<i>Consistent.</i> The MSR program sets a goal for use of solar systems throughout the state as a whole. While the project currently does not include solar energy generation, the building roof structure will be designed to support solar panels in the future.

Table 15
Scoping Plan Consistency Summary (continued)

Action	Supporting Measures	Consistency
Medium- & Heavy-Duty Vehicles	T-7	<i>Not applicable.</i> MD and HD trucks and trailers working from the proposed warehouses will be subject to aerodynamic and hybridization requirements as established by ARB; no feature of the project would interfere with implementation of these requirements and programs.
	T-8	
	I-1	
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	<i>Not applicable.</i> Supports increased mobility choice.
Green Building Strategy	GB-1	<i>Consistent.</i> The project will include a variety of building, water, and solid waste efficiencies consistent with 2019 Title 24 requirements.
High Global Warming Potential Gases	H-1	<i>Not applicable.</i> The proposed warehouses are not substantial sources of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	<i>Consistent.</i> The project will be required recycle a minimum of 50 percent from construction activities and warehouse operations per State and City requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	<i>Not applicable.</i> This measure requires projects to increase carbon sequestration by increasing on-site trees per the project landscaping plan.
Water	W-1	<i>Consistent.</i> The project will include use of low-flow fixtures and efficient landscaping pursuant to the current CalGreen requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	<i>Not applicable.</i> The project is not an agricultural use.

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse, Greenhouse Gas Impact Analysis, City of Rancho Cucamonga, March 2019 (revised October 2019), Table 3-2.

State Senate Bill 32 (SB32)

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of Executive Order S-3-05 is to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As discussed

above, the proposed project is consistent with AB 32. Therefore, the project does not conflict with this component of Executive Order S-3-05.

The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its *Climate Change Scoping Plan*, CARB acknowledged that the “measures needed to meet the 2050 are too far in the future to define in detail.” In the First Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.”

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively the 2050 target of Executive Order S-3-05 has not been codified. Accordingly, the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 3 Cal.5th 497 (Cleveland National)*. The case arose from SANDAG’s adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target. The proposed project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in the *Cleveland National* case. Accordingly, there is no information presently available to assess the proposed project’s consistency with regard to the 2050 target of Executive Order S-3-05.

The 2050 reduction target of Executive Order S-3-05 has not been codified, unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively. Accordingly, the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to its Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target. The 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. Major elements of the 2017 Scoping Plan framework that will achieve the GHG reductions include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks. When adopted, this measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks purchased by the project proponent could be eligible for incentives that expedite the project’s implementation of ZEVs.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the project in the State.
- Implementing SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030. When adopted, this measure would apply when electricity is provided to the project by a utility company.

- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. When adopted, this measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030. When adopted, the project would be required to comply with this measure and reduce SLPS accordingly.
- Continued implementation of SB 375. The project is not within the purview of SB 375 and would therefore not conflict with this measure.
- Post-2020 Cap-and-Trade Program that includes declining caps. When adopted, the project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
- 20 percent reduction in GHG emissions from refineries by 2030. When adopted, the project would be required to comply with this measure if it were to utilize any fuel from refineries.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. This is a statewide measure that would not apply to the project.

As shown in Table 15, the proposed project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.

SCAQMD Interim Emissions Thresholds

SCAQMD is the agency responsible for air quality planning and regulation in the Air Basin. SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if it is the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the SCAQMD helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Air Basin. The working group developed several different options that are contained in SCAQMD's *Draft Guidance Document – Interim CEQA GHG Significance Threshold*, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 target for service populations (SP): which includes residents and employees: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the proposed project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the proposed project requires a stationary permit, it would be subject to the applicable SCAQMD regulations. SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

MITIGATION MEASURES

The GHG analysis concluded that impacts associated with the proposed project would be less than significant. Therefore, no mitigation is required.

IMPACT CONCLUSION

Regarding impact statement 8(a), as shown on Table 15, the proposed project would result in approximately 3,662.40 MTCO₂e per year; which would not exceed the SCAQMD/City's screening threshold of 10,000 MTCO₂e per year. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and no mitigation or further analysis is required.

Regarding impact statement 8(b) the proposed project would not conflict with any of CARB's 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030. At the regional level, compliance with SCAQMD rules should future land uses at the project site include any stationary sources of emissions subject to SCAQMD permits, would ensure that impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS: <i>Would the project:</i>				
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 1/4 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?		✓		

DISCUSSION

9(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Determination: Less Than Significant Impact with Mitigation Incorporated;** and

9(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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Construction activities that include the demolition of existing buildings, including the removal of asbestos containing building materials, and the excavation and removal of any contaminated soil associated with past businesses at the project site are discussed below in response 9(d). This section focuses on the proposed project and potential future uses.

Hazardous materials and hazardous wastes are heavily regulated by a range of federal, State and local agencies. One of the primary hazardous materials regulatory agencies is the California Environmental Protection Agency (EPA) Department of Toxic Substances Control (DTSC). DTSC is authorized by the U.S. EPA to enforce and implement federal hazardous materials laws and regulations.

Federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations.

Construction and operation of the proposed project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. The transport, use, storage, and disposal of hazardous materials are strictly regulated by State and federal agencies to minimize adverse hazards from accidental release. Should the new tenants use hazardous materials, compliance with requirements for transport, storage and disposal including implementation of a Hazardous Materials Business Plan, and a Spill Contingency Plan, reviewed and approved by the CUPA will be required. Therefore, with implementation of these plans, the proposed project would not create a significant hazard to the public or the environment related to hazardous materials. Mitigation measure HAZ-1 has been identified to require the preparation and implementation of a Hazardous Materials Business Plan and Spill Contingency Plan should they be required by a future tenant.

For the City of Rancho Cucamonga, the CUPA is the San Bernardino County Fire Department, Hazardous Materials Division which also manages the following hazardous waste programs:

- Hazardous Materials Release Response Plans and Inventory
- California Accidental Release Program
- Underground Storage Tanks
- Aboveground Petroleum Storage Act/Spill Prevention, Control, and Countermeasure Plan
- Hazardous Waste Generation and Onsite Treatment
- Hazardous Materials Management Plans and Inventory

Any business in Rancho Cucamonga that transports, handles, uses, generates, or stores hazardous materials is required to submit a "Business Emergency/Contingency Plan" to the CUPA. In addition, review and approval of any hazardous material use or storage is required by the Rancho Cucamonga Fire District to ensure that activity meets all Uniform Fire Code requirements.

At this time there is no known tenant for the project site. However, General Industrial type land uses that could occupy the site may utilize or generate hazardous materials or wastes. Such materials could be stored and used at the project site. In addition to compliance with CUPA requirements regarding hazardous materials, the City has an Emergency Operations Plan that meets State and federal requirements and in 2013 completed an update to the City's Local Hazard Mitigation Plan. Prior to occupancy of the buildings the Planning Department would review each Business License for each tenant to determine the potential impacts to the surrounding land uses.

The Rancho Cucamonga Fire District would be the first responder for any hazardous material emergencies that may occur at the project site and has a dedicated Hazardous Materials Team at Day Creek Station 173 (north of Base Line Road). This specialized team is trained in both biological and

chemical hazardous materials emergency response. Hazardous materials emergencies are most likely to occur on local highways and in the industrial area of the City.

Implementation of **Mitigation Measures HAZ-1 through HAZ-10** (City's standard conditions) and compliance with federal, State, and local regulations concerning the storage and handling of hazardous materials and/or waste will reduce the potential for significant impacts to a level less-than-significant. The mitigation measures are located at the end of this section.

9(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school? **Determination: No Impact.**

A Google Earth search of the surrounding area showed that there are no schools located within ¼ mile of the project site. The project site is approximately 1/3 mile east of the nearest existing elementary school, Los Amigos Elementary School located at 8498 9th Street and approximately 1/3 mile north of the San Antonio Christian School located at 722 E. 8th Street. At this time there are no known tenants for the proposed warehouse buildings. However, at the time of occupancy the Planning Department will review each Business License for each tenant to determine the potential impacts to the surrounding land uses including residential school uses.

9(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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

A search of Cal EPA's environmental databases, Envirostor, Geotracker, and the Cortese List, showed that there are no hazardous materials sites located on or near the project site. See sites https://www.envirostor.dtsc.ca.gov/public/report_permitted_public, and <https://www.geotracker.waterboards.ca.gov> accessed May 6, 2019; and <https://www.dtsc.ca.gov/dtsc-cortese-list>, accessed October 15, 2019. The project site was not located in any CalEPA environmental database.

In addition, a Phase I Environmental Site Assessment (ESA) was prepared for the proposed project (Appendix J). The subject property was initially developed with residential properties in the southeast portion of the project site and the remainder of the property was progressively developed with commercial/light industrial buildings beginning with the first one in the northeastern corner in 1959 until 1985 when all other industrial buildings were present along the eastern and southern portions of the property. The Phase I ESA made the following findings:

- Recognized Environmental Condition (REC) is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. No evidence of RECs was seen during the Phase I ESA.
- Controlled Recognized Environmental Condition (CREC) is defined by the ASTM Standard Practice E1527-13 as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. No evidence of CRECs was seen during the Phase I ESA.

- Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. No evidence of HRECs was seen during the Phase I ESA.
- Other Environmental Considerations (OEC) warrant discussion, but do not qualify as RECs as defined by the ASTM Standard Practice E1527-13. These include, but are not limited to, de minimis conditions and/or environmental considerations such as the presence of asbestos containing materials (ACMs), lead-based paint (LBP), radon, mold, and lead in drinking water, which can affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.
 - During AEI's site reconnaissance, oil-stained soil in the vicinity of an air compressor adjacent and west of the industrial building at 8768-G East 9th Street was observed. The air compressor was observed to be leaking oil and the ground in the vicinity of two 5-gallon oil containers was oil-stained. The air compressor has reportedly been in use for at least 20 years per the site contact and is used in a sand blasting process (to remove bark and dirt from hardwood).
 - According to historical sources, Sunderland Press, a printing facility, occupied 8758-A East 9th Street from approximately 1982 to 1992. The business had a dark room in the southwestern corner of the building and processed film and used hazardous substances. Additionally, according to a representative of the subject property owner, a strong odor of gasoline was present in the sink and bathroom plumbing in the southeastern portion of the building when her business moved into the building in 1992. Based on the length of time these operations were conducted and the lack of specific information regarding the types of materials used by this facility, the historical printing operations were considered an environmental concern, and were investigated further as discussed below.

According to files with the San Bernardino County Fire Department (SBCFD), a 1991 complaint was filed for the 8768 East 9th Street. The complaint noted that soil impacted with paints was present in 1991 west of the building, near the sandblasting area. No further investigation appears to have been performed in the area. The paint-impacted soils were considered an environmental concern and were investigated further as discussed below.

Subsequent to the issuance of the Phase I ESA report to Phelan Development Company, a Phase II investigation was conducted to evaluate the above concerns. Seven borings were advanced at buildings 8768-G and 8758-A for advancement of the borings to the target depth of 10 feet bgs. Each attempt to reach the target depth was met with refusal at a depth of 5 feet bgs. Borings B-1 through B-4, located near Unit 8768-G, were sampled for soil only. After soil samples were collected from borings B-5 through B-7, located at 8758-A, the borings were converted into temporary soil gas probes which were installed at a depth of 5 feet bgs. Soil samples collected from a depth of 5 feet bgs from each boring were analyzed for TPH and VOCs. Neither TPH nor VOCs were detected in the soil samples submitted for analysis. Soil samples collected from a depth of 1-foot bgs from each boring were analyzed for metals. Metals were detected in each of the samples; however, the concentrations were below their regulatory screening levels and/or are within established background concentrations. Soil gas samples collected from borings B-5, B-6, and B-7 were analyzed for VOCs. Although low concentrations of VOCs

were detected in each soil gas sample, the concentrations were below their respective regulatory screening levels. Based on the results of this investigation, no release was identified in the areas sampled. Therefore, no further action is recommended in the areas investigated.

- Although no septic systems were observed, the property owner's representative reported that septic systems may be present at 8768-F and G, and possibly B and C (east side of property). The Phase II sampling at the 8768-G Building, while not specifically conducted for the septic system, did not identify impacts. Sampling was not conducted at the other 8768 buildings. Although no additional investigation is recommended at this time, it is recommended that the septic tanks be properly removed when the buildings are razed, along with any visually impacted soils.
- Minor staining of the ground surface was identified near Building 8768-C, apparently from former dune buggy/race car service activities. This staining is considered a de minimis condition. It is recommended that the stained soils (and any other staining identified during clearing/grading), be properly excavated and disposed.
- Numerous containers of hazardous substances/petroleum products were identified at the property. Given the proposed demolition of the buildings for site redevelopment, it is recommended that all containers be properly disposed prior to razing the buildings. Also, given the limited access/significant material storage/debris in some of the buildings which prevented full interior observations, it is recommended that all materials and debris be removed prior to demolition in case there are additional containers to be disposed.
- Approximately 10 cubic yards of soil was observed to have been dumped on a gravel-covered driveway on the eastern side of the residential property at 8738 E. 9th Street. The source of the soil is unknown. No indications of hazardous materials were observed in the soil. The soil should be removed during clearing and grading.
- EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that a thorough asbestos survey be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by federal, State and local regulatory agencies, and specifies that all suspect ACMs be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities which may disturb them to prevent potential exposure to workers, building occupants, and the environment. Similarly, OSHA regulations require that specific work practices be implemented when handling construction materials and debris that contain asbestos and/or lead-containing materials.
- Based on the planned demolition of the buildings, the Phase I ESA recommended that the property owner consult with a certified Lead Risk Assessor to determine options for control of possible LBP hazards. Stringent local and State regulations may apply to LBP in association with building demolition/renovations and worker/occupant protection. It should be noted that construction activities that disturb materials or paints containing any amount of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

In addition to the Phase I ESA, the applicant engaged the services of an environmental firm specializing in asbestos and lead inspections, to conduct an inspection for ACMs (Appendix J). The asbestos inspection included 145 random samples from ceilings, floors, walls, and roofs. Of the total, 110 samples showed that no ACM was detected. Of the remaining 35 samples where the building material

was found to contain ACM, all were found to be in good condition. Some of the 145 samples were from acoustic ceiling tiles where the condition of the materials was found to be good under existing conditions, but that the materials were friable and that there was a high potential for damage to occur if the tiles were disturbed, such as during demolition. The term friable refers to a material that can be crumbled, pulverized or reduced to a powder by hand pressure. (<https://www.fs.fed.us/eng/toolbox/haz/haz07b.htm>) Non-friable ACM include building materials such as vinyl flooring, asphalt roofing products, mastic. These materials are not generally susceptible to pressure so that they are not easily crumbled or pulverized, which releases particles into the air.

The City's General Plan Program EIR summarizes the regulatory environment for asbestos. This discussion is summarized herein. The US EPA and California EPA (CalEPA) have identified asbestos as a hazardous air pollutant pursuant to Section 12 of the Federal Clean Air Act. In addition, CARB has identified asbestos as a Toxic Air Contaminant (TAC) pursuant to the California Health and Safety Code (Section 39650 et seq.). Asbestos is also regulated as a potential worker safety hazard under the authority of the CalOSHA. Under the various rules and regulations promulgated by these agencies, emissions of asbestos from asbestos-related demolition or construction activities are prohibited. Asbestos abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services (DHS).

In addition, CalOSHA has regulations to protect worker safety during potential exposure to asbestos under Title 8 of the California Code of Regulations, Section 1529 (Asbestos). All demolition that could result in the release of asbestos must be conducted according to CalOSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

At the regional level, SCAQMD's Rule 1403 provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, structures that may contain asbestos are required to be subject to an asbestos survey by a Certified Asbestos Consultant (certified by OSHA) to identify building materials that contain asbestos. Under this rule, removal of asbestos must include prior SCAQMD notification; compliance with removal procedures and time schedules; asbestos-handling and clean-up procedures; and storage, disposal, and landfiling requirements.

At the local level, the County of San Bernardino Environmental Health Services; San Bernardino County Fire Department (SBCFD), Hazardous Materials Division; Rancho Cucamonga Fire Protection District, Hazardous Material (Hazmat) Team all provide oversight of asbestos removal and/or disposal.

All of the buildings on the project site would be demolished. During demolition, precautions must be taken to contain any ACMs in controlled conditions so as not to risk friable material from being released. The City's General Plan Standard Conditions of Approval as set forth in the General Plan Program EIR (identified herein as **Mitigation Measures HAZ-1 to HAZ-4**) would ensure that impacts associated with the accidental release of asbestos and other materials as described herein would be less than significant. Mitigation measures are located at the end of this section.

- 9(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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The project site is located on 9th Street west of Vineyard Avenue and is approximately 2.6 miles from the Ontario International Airport's northern runway, located in the City of Ontario. According to the City of Rancho Cucamonga Local Hazard Mitigation Plan (updated in 2013), the airport's runway safety zones extend from both ends of the runways in the City of Ontario, but no aircraft safety zones affect Rancho Cucamonga. Departing planes primarily fly over Ontario and Montclair, and most commercial jet arrival flights cross Fontana and Ontario. Smaller private planes fly over southern Rancho Cucamonga as they take off and land, avoiding the jet aircraft flight patterns.

The FAA provides regulations regarding protecting airspace around airports and is concerned about the consequences that certain land uses, buildings, and associated activities can have on the airport and aircraft operations. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights that may affect the safety of aircraft operations. FAR Part 77, Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and one foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. Beyond the FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification. The project site is located within the FAA's Height Notification Area; an area that extends north of Foothill Blvd. Therefore, prior to issuance of a building permit or 30 days to commencement of construction, the applicant must notify the FAA Regional office using Form 7460-1, Notice of Proposed Construction or Alteration. This requirement has been identified as **Mitigation Measure HAZ-5** in the Mitigation Measures section below.

Finally, the project site is located approximately 4.5 miles southeast of Cable airport, a general aviation airport located in the City of Upland. The project site is outside this airport's land use zone. Therefore, there would be no impact associated with development of the project site regarding Cable airport.

9(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **Less Than Significant Impact with Mitigation Incorporated.**

The City's Emergency Management Division is responsible for maintaining and updating the City's emergency plans, which includes evacuation plans. In addition, the Rancho Cucamonga Fire Protection District requires a Fire Protection Plan for all development within hazardous fire areas; although the project site is not located within a hazardous fire area.

The City's Local Hazard Mitigation Plan identified the south west part of the City as a Focus Area for change either because there are still undeveloped properties or because residential neighborhoods are moving closer to existing light industrial and warehouse uses. Therefore, it is important that existing roadways and emergency routes are maintained in support of emergency vehicles and that the proposed project provide adequate site access for emergency vehicles. The project site will have two points of ingress/egress from 9th Street.

As described in the General Plan Program EIR, Transportation Section, the plan check and building permit process by the Rancho Cucamonga Fire District includes review of access for emergency vehicles, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. In addition, the project site is in an existing developed area of the City where roadways already exist, so no new roadways are required. Standard Condition of Approval SC 4.16-4 applies to the proposed project regarding emergency access. This condition is identified in the Mitigation Measures section below as **Mitigation Measure HAZ-8**.

9(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The northern portion of the City is located within the urban-wildland interface where the City meets the foothills and the San Gabriel Mountains beyond. The project site is located in the southwest portion of the City; an area that is not located within a Fire Hazards Severity Zone as shown on Figure S-1 of the City's Local Hazards Mitigation Plan. Therefore, the site's exposure to a wildland fire would be negligible and no mitigation is required for this issue. However, the General Plan identifies measures that are applicable to the project, and therefore, are incorporated as **Mitigation Measures HAZ-7** and **HAZ-8** to comply with City code.

MITIGATION MEASURES

The City's General Plan provides Standard Conditions of Approval for development projects. Those that apply to the project are listed here as mitigation measures to ensure compliance during construction or operation.

The Phase I ESA includes the following recommendations that shall be implemented as part of the demolition and grading activities. Recommendations are included as mitigation measures and will be incorporated into the Mitigation Monitoring and Reporting Program.

HAZ-1 Prior to grading and/or demolition activities at the site, the applicant shall hire qualified/specialized grading and demolition contractors that will be responsible for completing the recommendations made in the project's Phase I Environmental Site Assessment:

- Although no septic systems were observed on site, should any be encountered during demolition and/or grading, septic tanks shall be properly removed when the buildings are razed, along with any visually impacted soils.
- Stained soil observed during the Phase I ESA, or that may be encountered during grading shall be properly excavated and disposed of.
- Numerous containers of hazardous substances/petroleum products that were observed on site, and any other containers encountered during demolition or grading shall be removed and disposed.
- The approximately 10 cubic yards of soil dumped at 8738 e 9th Street shall be excavated and removed from the site during clearing/grading.
- Conduct an asbestos survey prior to demolition activities that may disturb ACMs. Should ACMs be discovered specific work practices must be implemented when handling construction materials and debris that contain asbestos and/or lead-containing materials per OSHA requirements.
- Prior to demolition of buildings the property owner shall consult with a certified Lead Risk Assessor to determine options for control of possible lead based paint hazards. Should it be determined that LBPs are present in the buildings, the qualified contractor hired to demolish

the buildings that may contain LBPs shall comply with all requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

The City's general plan provides Standard Conditions of Approval for development projects. Those that apply to the project are listed here as mitigation measures to ensure compliance during construction or operation.

- HAZ-2** Prior to issuance of an Occupancy Permit for any building where the tenant may use, store and dispose of hazardous materials, the tenant shall prepare and submit a Hazardous Materials Business Plan (HMBP) and, if a Spill Prevention, Control and Countermeasure (SPCC) Plan (generally associated with manufacturing) to the San Bernardino County Fire Department, Hazardous Materials Division for review and approval. The plan must also be submitted to the Rancho Cucamonga Fire Department. The plan(s) shall describe equipment, workforce, procedures, and training to prevent, control, and provide adequate countermeasures to prevent release of hazardous substances.
- HAZ-3** (SC 4.8-5) Future development and redevelopment shall comply with the California Accidental Release Prevention Program (CalARP), which prevents the accidental release of regulated toxic and flammable substances. It does so by requiring stationary sources using hazardous materials that exceed a threshold quantity to develop and submit a Risk Management Plan that addresses the potential impacts of accidental hazardous materials releases and that includes measures to reduce hazards through prevention, response, and remediation measures.
- HAZ-4** (SC 4.8-6) Future development and redevelopment shall comply with SCAQMD Rule 1403, which provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, structures that may contain asbestos are required to be subject to an asbestos survey by a Certified Asbestos Consultant (certified by the Occupational Safety and Health Administration [OSHA]) to identify building materials that contain asbestos. Asbestos removal should include prior notification to SCAQMD, and compliance with removal procedures and time schedules; asbestos handling and clean-up procedures; and storage, disposal, and land filling requirements under this rule.
- HAZ-5** (SC 4.8-7) Future development and redevelopment shall comply with the California Code of Regulations (Title 8, Section 1532.1), which requires removal of lead-based paint or other materials containing lead to be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. All demolition that could result in the release of lead must be conducted to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.
- HAZ-6** (SC 4.8-8) Future development and redevelopment shall comply with the California Health and Safety Code (Sections 39650 et seq.) and the California Code of Regulations (Title 8, Section 1529), which prohibit emissions of asbestos from asbestos-related demolition or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to Federal and local government agencies prior to beginning renovation or demolition that could disturb

asbestos. The standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

- HAZ-7** (SC 4.8-9) Future development and redevelopment shall comply with Part 77 of the Federal Aviation Regulations (FAR), which requires notification the Federal Aviation Administration (FAA) to be notified of any project that may encroach upon established navigable airspace. FAA notification, review, and approval are required for any construction or alteration of a temporary or permanent structure, equipment, highway, railroad, roadway, or natural growth that extends into an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway that is 3,200 feet or longer. Note: the measure has been modified from the condition to focus specifically on that requirement that applies to the project site.
- HAZ-8** (SC 4.16-4) All future roadway improvements shall comply with the City's Roadway Functional Design Guidelines, which include the number of lanes, median improvements, access restrictions, intersection spacing, curbside parking, required rights-of-way, and easement access based on the roadway designation. Closely related to roadway design would be the provision of adequate line of sight, in accordance with the City's Intersection Line of Sight design guidelines and General Design Guidelines that address points of access, reduction of conflicts between vehicular and pedestrian traffic, minimal impacts on adjacent properties, adequate maneuvering areas, separation of vehicular and pedestrian traffic and interconnected public and private sidewalks. Roadway improvement plans shall show compliance with these standards, as reviewed by the City's Building and Safety Department during the plan check process.
- HAZ-9** (SC 4.8-10) Future development shall prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbecues and grills, and firebreak fuel modification areas are imposed on new developments.
- HAZ-10** (SC 4.8-11) The State Board of Forestry and the California Department of Forestry and Fire Protection (CDF) shall continue to implement the California Fire Plan for all Future development, redevelopment, and existing development within the City of Rancho Cucamonga or the City's Sphere of Influence, to reduce wildland fire hazards at the San Bernardino National Forest and foothills in Rancho Cucamonga.

IMPACT CONCLUSION

Compliance with the City's Standard Conditions of Approval would ensure that impacts associated with the project regarding Hazards and Hazardous Materials would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY: <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality?		✓		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such 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 flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

DISCUSSION

10(a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Water and sewer services are provided by the Cucamonga Valley Water District (CVWD). The project is designed to connect to existing water and sewer systems. The State of California is authorized to administer various aspects of the National Pollution Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act. The General Construction Permit treats any construction activity over one acre as an industrial activity, requiring a permit under the State's General NPDES permit. The State Water Resource Control Board (SWRCB), through the Regional Water Quality Control Board (RWQCB), Santa Ana Region, administers these permits.

Construction Impacts

Construction activities covered under the State's General Construction Permit include demolition of buildings and hardscape (driveways, patios), removal of vegetation, grading, excavating, or any other activity for the proposed project. Prior to commencement of construction of the proposed project, a discharger must submit a Notice of Intent (NOI) to obtain coverage under the General Permit. This is codified in the City's Municipal Code as Section 19.20.190, *General Permit for Stormwater Discharges From Industrial Activities*. The SWRCB will then issue a Waste Discharge Identification Number (WDID) that must be kept at the construction site along with the construction Stormwater Pollution Prevention Plan (SWPPP) that must also be prepared. The SWPPP describes the Best Management Practices (BMPs) that will be implemented during all phases of construction in order to prevent pollutants from being released, either through wind (fugitive dust) or water (stormwater runoff). The General Permit requires all dischargers to comply with the following during construction activities, including site clearance and grading:

- Develop and implement a SWPPP that would specify BMPs to prevent construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters. The SWPPP and WDID must be available for review on site during construction.
- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.
- Perform inspections of all BMPs.

Operational Impacts

In addition to the development and implementation of the SWPPP during construction activities, the applicant must also prepare and implement a Water Quality Management Plan (WQMP) for post-construction operational management of storm water runoff. The applicant has submitted a Preliminary WQMP, prepared by Kimley Horn and Associates, that identifies BMPs to minimize the amount of pollutants, such as eroded soils, entering the drainage system after construction. Runoff from driveways, internal drive aisles and parking areas, and other impermeable surfaces must be controlled through an on-site drainage system. *This is codified in the City's Municipal Code as Section 19.20.260, Water Quality Management Plans.*

BMPs include both structural and non-structural control methods. Structural controls used to manage storm water pollutant levels include detention basins, oil/grit separators, and porous pavement. Non-structural controls focus on controlling pollutants at the source, generally through implementing erosion and sediment control plans, and various Business Plans that must be developed by any businesses that store and use hazardous materials. The latter would be reviewed and approved by the San Bernardino County Fire Department, the identified CUPA for the County and cities within the County (see discussion in Section 8, *Hazards and Hazardous Materials*, Item 8a/b)). BMPs such as periodic parking lot sweeping can substantially reduce the amount of pollutants entering the storm drain system.

Mitigation Measures HWQ-1 through HWQ-5 for the preparation and implementation of a SWPPP, Erosion Control Plan and WQMP are identified below in the Mitigation Measures section. Implementation of these measures would ensure that construction and operation of the proposed project would be less than significant.

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

Determination: Less Than Significant Impact.

According to CVWD, approximately 35 percent of the City's water is currently provided from water supplies coming from the underlying Chino and Cucamonga Groundwater Basins. CVWD complies with its prescriptive water rights as managed by the Chino Basin Watermaster and will not deplete the local groundwater resource. The proposed project does not include development of an on-site well and will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground according to General Plan Figure RC-3, *Water Resources*. These facilities are all located north of the project site in the washes associated with creeks including Cucamonga Creek, Day Creek and Etiwanda Creek. Development of the site will require the grading and excavation, but would not affect the existing aquifer, estimated to be about 300 to 470 feet below the ground surface according to the project's Drainage Study. As noted in the General Plan Program EIR (Section 4.9), continued development citywide will increase water needs but will not be a significant impact. CVWD has plans to meet this increased need to the year 2035, according to CVWD's 2015 Urban Water Management Plan (UWMP) adopted in June 2016. The proposed project is the reuse of an existing developed site, that although it does contain some unpaved areas used for landscaping and residential yards, replacing existing buildings and impervious surfaces such as driveways and parking lots with new buildings and related drive aisles and parking lots does not constitute a significant impact on groundwater recharge. This is because the project site is located in an urban area where individual lots are not considered a part of the groundwater recharge program by the water agencies. Instead, these agencies rely on groundwater recharge in the facilities noted above. Therefore, impacts on groundwater supplies associated with implementation of the proposed project would be less than significant.

10(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 ate 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; or
- iv) Impede or redirect flows? **Determination: Less than Significant Impact.**

The proposed project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff from the site because of the amount of new building and hardscape proposed on the site; however, the project will not alter the course of any stream or river. Under existing conditions, the project site is approximately 80 percent developed with impervious surfaces (e.g./ pavement, rooftops), and 20 percent pervious (e.g., landscape, bare ground). The project site is approximately 11.1 acres (483,779 square feet), and approximately 62,090 square feet will be landscaped. Therefore, under proposed conditions, approximately 97 percent of the project site would be covered by impervious surfaces. However, the project site has been designed to drain into underground infiltration basins to prevent flooding.

Although the project site is located adjacent and to the west of the Cucamonga Creek channel, that channel is a concrete lined channel, that would be separated from the project site by the proposed perimeter block wall. Therefore, no runoff from the project site would enter the channel.

A Preliminary Drainage Report was prepared for the proposed project (Appendix K) that describes existing and proposed site conditions. Under existing conditions, the site is approximately 80 developed with impervious surfaces (pavement, rooftops) and 20 percent pervious (landscape, bare ground). The site is developed with nine free standing buildings, asphalt pavement, curb and gutter, and miscellaneous utilities.

The project site generally flows from the northwest corner to the southeast corner. Existing offsite flows from a residential subdivision discharge onto the project site. The commingle overland flows exit the site onto 9th Street or infiltrate on the property. Existing flows are collected via existing curb inlets and ultimately flow into the Cucamonga Creek channel under controlled conditions.

Under proposed conditions, stormwater generated by the proposed project will be a combination of sheet flow (captured by inlets) and pipe flow. The site plan shows that underground infiltration basins will be developed along the east side of the project site adjacent to the Cucamonga Creek channel. These basins will be connected to a proposed underground storm drain system that will convey flows from the basins to the existing 66" storm drain located in 9th Street.

For the purposes of the Preliminary Drainage Report, the site was divided into seven Drainage Management Areas (DMA). Three of the DMAs are designed for the 100-year storm event with inlets, pipes, and unground infiltration/detention basins. Another three DMAs are designed for 100-year storm with inlets and pipes. The seventh DMA would consist of the landscaped area and is considered self-mitigating. This area was not accounted for in the drainage analysis because it was assumed that the pervious surface would percolate the stormwater. All DMAs have been designed to treat stormwater per water quality requirements through infiltration or flow-thru devices. This is described in the project's Preliminary WQMP.

Best Management Practices

This project includes infiltration basins on-site to capture and infiltrate the water quality design capture volume, detain the 100-year volume in excess of existing conditions, and discharge flows below existing conditions. On site conditions will be controlled through a series of non-structural and structural BMPs. Examples of non-structural and structural BMPs that would be implemented at the project site include those identified in the Preliminary WQMP. These BMPs are subject to refinement depending on the type of future occupants of the buildings.

Non-Structural BMPs

- Education of Property Owners, Tenants and Occupants on Stormwater BMPs
- No outdoor work areas, processing, storage or wash area proposed.
- Irrigation shall be consistent with the City's Water Conservation Ordinance and CVWD's Water Use Efficiency Ordinance and list of low-water using plants. Fertilizer and pesticide usage will be consistent with County Management Guidelines for Use of Fertilizers and Pesticides.

- Future building occupants shall prepare and implement spill contingency plan if applicable.
- No underground storage tanks are proposed at the project site.
- Owner or occupant shall implement a litter debris control program that includes regularly scheduled site maintenance such as parking lot sweeping and routine landscape maintenance
- Owner shall ensure tenants are familiar with onsite BMPs and the associated maintenance required and will check with City and County at least once a year to obtain new or updated education materials to provide to tenants. Employees shall be trained to clean up spills and participate in ongoing maintenance. The WQMP requires bi-annually employee training and training for new hires within 2 months.
- Owner to ensure the loading docks are kept in a clean and orderly condition through a regular program of sweeping and litter control and immediate cleanup of spills and broken containers. Cleanup procedures should minimize or eliminate the use of water. If wash water is used, it must be disposed of in an approved manner and not discharged into the storm drain system. If there are no other alternatives, discharge of non-stormwater flow to the sanitary sewer may be considered only if allowed by CVWD through a permitted connection.
- Catch basin and inlets shall be inspected monthly and vacuumed when sediment or trash becomes two inches deep and dispose of it properly.
- All landscape maintenance contractors shall be required to sweep up all landscape cuttings, mowings and fertilizer materials off paved areas weekly and dispose of properly. Parking areas and driveways will be swept monthly by sweeping contractor.

Structural BMPs

- “No Dumping” stencils will be included on all proposed catch basins and inlets. Legibility of stencil will be maintained on a yearly basis.
- Trash and wastes storage areas shall be paved with an impervious surface and developed so as not to allow any run-on from adjacent areas. Drainage shall be diverted from adjoining roofs and pavements. Trash and waste storage area shall be screened or walled to prevent offsite transport of trash and have solid roof or awning to prevent direct contact with rainfall.
- Irrigation systems shall include reducers or shutoff valves triggered by a pressure drop to control water loss in the event of broken sprinkler heads or lines. Timers shall be used to avoid over watering and watering cycles and duration shall be adjusted seasonally by the landscape maintenance contractor. The landscaping areas shall be grouped with plants that have similar water requirements. Native or drought tolerant species shall also be used where appropriate to reduce excess irrigation runoff and propose surface filtration.
- Where applicable, landscaped areas shall be depressed in order to increase retention of stormwater/ irrigation water promote infiltration. This includes around parking lots.

- All slopes shall be vegetated or properly mulched with non-organic mulch (gravel/rocks) and maintained to prevent erosion and transport of sediment. Energy dissipaters shall be installed at all inlets into the basin.

Low Impact Development BMPs

In addition to non-structural and structural BMPs Low Impact Development BMPs also apply to the proposed project. The intent of Low Impact Development (LID) is to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. The proposed project includes the following LID BMPs:

- The project will utilize onsite infiltration BMPs to collect runoff from impervious areas, which will maximize the site's natural infiltration.
- Existing drainage patterns and time of concentrations will be preserved to the maximum extent possible and the site will be graded to generally drain from the NW corner to the SE to match the existing drainage patterns.
- The proposed project includes landscaped features to disconnect impervious areas and areas that are not paved will be planted with approved landscape per the landscape plans.
- All runoff will be conveyed into the infiltration basins which are sized to infiltrate the water quality volume and detain the delta 100-year volume. Outlet pipes are provided to discharge flows below existing conditions.
- Areas that will be used for landscaping will be staked off to minimize compaction during construction and heavy construction vehicles will be prohibited from unnecessary soil compaction within the infiltration BMPs.

All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project design includes landscaping of all non-hardscape areas to prevent erosion. Therefore, the project will not result in substantial erosion or siltation on- or off-site. With adherence to standard BMPs as listed above or as part of the site-specific WQMP, the impact is considered to be less than significant.

10(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
Determination: Less Than Significant Impact.

There are no oceans, lakes, or reservoirs near the project site; therefore, impacts from seiche and tsunami are not anticipated.

The project's Preliminary Drainage Report (Appendix K) characterizes the project site as a moderately flat site based on the regional topography sloping from the northwest to the southeast. The project site is part of a larger drainage area tributary to the San Bernardino County Flood Control District Cucamonga Creek, which is located along the eastern edge of the project site. The Cucamonga Creek ultimately discharges into the Prado Dam.

The project site and adjacent Cucamonga Creek channel are shown in Figure 11, *FEMA Flood Zones*. As shown of Figure 11, the easterly portion of the project site is located within the 500-year flood zone.

The project site is covered by Map Number 06071C8630J of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Bernardino County, California and Incorporated Areas.

The City of Rancho Cucamonga, community number 060671, is included in this FIRM. A portion of the project site is within a FEMA-mapped 500-year floodplain (Moderate Hazard Area): the 0.2 percent Annual Chance Flood Hazard, Areas of 1 percent annual chance flood with average depth less than one foot or within drainage areas of less than one square mile. The remainder of the project is within the Minimum Hazard Area - 500-year floodplain (Area Outside of 0.2 percent Annual Chance of Flood Hazard) , which is an area of minimal flooding. The effective FEMA map is dated February 18, 2015 (per Rancho Cucamonga General Plan, Figure PS-5, Flood Hazard Zones). In addition, the City's General Plan Public Health and Safety Element Figure PS-5 shows that the eastern portion of the project site is in a Moderate Flood Hazard Area (500-year flood plain) but that it is protected by a levee (the concrete walls of the flood channel). The proposed project includes the development of a perimeter wall around the property that would further protect the site from flooding associated with the Cucamonga Creek channel. Therefore, this impact, including the risk release of pollutants due to project inundation would be less than significant and no mitigation is required.

10(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **Determination: Less Than Significant Impact.**

See responses to Items 10(a) and 10(c).

MITIGATION MEASURES

The following mitigation measures are required to control additional storm water effluent:

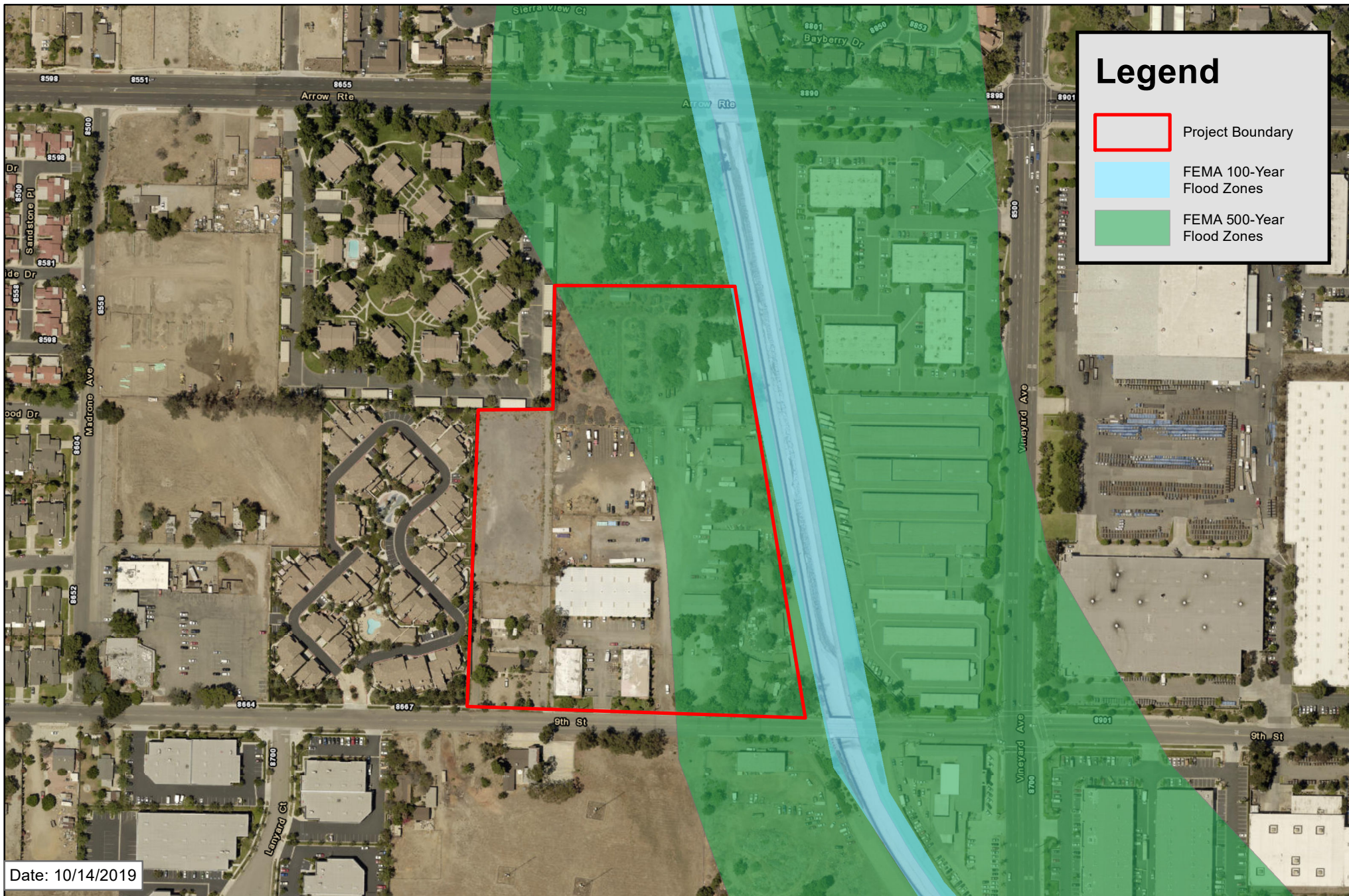
- HWQ-1** Prior to issuance of grading permits, the permit applicant shall submit to the Building Official for approval, a SWPPP specifically identifying BMPs that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.
- HWQ-2** Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.
- HWQ-3** An Erosion Control Plan shall be prepared, and included with the project's Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.

HWQ-4 Prior to issuance of building permits, the applicant shall submit to the City Building Official for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural, non-structural and Low Impact Development BMPs consistent with the City of Rancho Cucamonga requirements.

HWQ-5 Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.

IMPACT CONCLUSION

Compliance with all requirements as set forth in Mitigation Measures HWQ-1 through HWQ-5 will ensure that the construction and operation of the proposed project would not adversely impact the water quality, result in flooding, or reduce water quality in the area.



0 0.025 0.05 0.1 0.15 0.2 Miles

Imagery Date: 8/6/2017

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,



1 inch = 270 feet

Figure 11
FEMA 100 Year Flood Zones

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING: <i>Would the project:</i>				
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

11(a) Physically divide an established community? **Determination: No Impact.**

The project site is located on 9th Street west of Vineyard Avenue in an area designated for General Industrial uses. The site is currently developed with a mix of residential and non-residential uses. The buildings will be demolished and replaced with a new warehouse development consisting of three buildings for a total of approximately 227,912 square feet. The area is characterized by residential development to the north and west and by industrial development and vacant land (designated General Industrial) to the south. East of the project site is the Cucamonga Creek channel, and more industrial uses exist east of Vineyard Avenue. Table 16, *Surrounding Properties, Existing Land Uses and Land Use Designations*, shows existing conditions in the project area.

Because the project site is currently developed with a mix of land uses only accessible from 9th Street, and is not a vacant site, redeveloping the site with three new warehouse buildings and related drive aisles, parking lots and landscaping would not physically divide an existing community. Therefore, there is no impact on Land Use and Planning associated with the proposed project. Therefore, the proposed project would not physically divide an existing community.

Table 16
Surrounding Properties, Existing Land Uses and Land Use Designations

Direction	Existing Land Use	General Plan Land Use Designation
North	Residential properties	Medium Density Res (8-14 du/ac)
Northeast	Cucamonga Creek followed by retail center with five retail buildings (8560 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
East	Cucamonga Creek followed by Vineyard West Mini Storage (8646 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
Southeast	East 9 th Street and water canal followed by Kiro Cars and Rancho Smog Center (8730 Vineyard Ave)	General Industrial (0.5 to 0.6 FAR)
South	Along East 9 th St: Merchant's Landscaping, Astor Broadcast Corp and vacant land	General Industrial (0.5 to 0.6 FAR)
West	Multifamily buildings	Medium Density Residential (8-14 du/ac)
Northwest	Willow Apartments (8701 Arrow Route)	Medium Density Res (8-14 du/ac)

Source: Rancho Cucamonga General Plan Land Use Map and Site Visit, March 24, 2019.

- 11(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?
Determination: No Impact.

The project site is located in a General Industrial District and has a general plan designation of General Industrial.

Figure 5 shows the site layout with buildings, parking lot, loading docks, ingress/egress, etc. The proposed development of three industrial warehouse buildings ranging in size from 50,771 square feet to 95,188 square feet. These are further defined as follows:

Building A (Rear Building)

The applicant is proposing a 50,771 square foot industrial warehouse building that includes a 2,500 square foot office at southeast building corner; and a 1,000 square foot mezzanine over the office. Figure 6a shows the proposed building elevations from all directions. The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 as shown in Table 17, except for the following:

- A request for approval of a minor variance to the City Zoning Code regarding the required 45-foot setback from adjacent properties. Building A would be set back 40 feet from the site's rear property line to the north (the back side of building A). Under existing conditions, the closest structure to the north is approximately 150 feet from the property line. The applicant has proposed the north side of the building to be made of concrete panels of varying related colors, and a concrete screen wall with landscaping, to break up the solid mass. Additionally, there is no parking and no dock doors proposed for this back wall.

Building B (Middle Building)

The applicant is proposing an 81,953 square foot industrial warehouse building that includes two, 2,500 square foot offices at the southeast and southwest corners of the building, both with 1,000 square foot mezzanines over the offices. Figure 6b shows the proposed elevations from all directions.

Table 17
Development Standards for General Industrial (GI) Uses

Description	Standard	Consistent
Lot area (minimum)	0.5 ac	yes
Lot width (minimum)	100 ft	yes
<i>Setback (minimum distance between structure and property line in ft)</i>		
Front yard ¹	25 ft	yes
Side yard ²	45 ft when adjacent to residential	yes
Street side yard (and rear yard abutting street) ³	--	No street side yards
Rear yard ²	45 ft when adjacent to residential	Minor variance request for Building A for 40 ft setback
<i>Distance Between Buildings</i>		
Primary buildings	Must meet current building code requirements	Yes
Accessory buildings	--	No accessory buildings proposed
<i>Building Height (maximum in feet)</i>		
Primary buildings	35 ft at the front setback ³ Maximum height is 75 feet ³	yes
Accessory buildings	18 ft	No accessory buildings proposed
<i>Floor Area Ratio (maximum ratio of building to lot square footage)</i>		
Floor area ratio	50—60 percent (0.5 – 0.6)	yes
<i>Open Space Requirement (minimum percentage of open space per parcel or project)</i>		
Open space/landscape area	10%	yes
Performance standards per Chapter 17.66) ⁴	B	yes

Source: Rancho Cucamonga Municipal Code Section 17.36.040 Development standards for industrial districts.

Notes (modified to focus only on relationship to the project site):

1. From Municipal Code Table 17.36.040-2, *Streetscape Setback Requirements*, where building setback from a Local/Collector Street is 25 feet; average depth of landscaping is 25 feet; and parking setback is 15 feet.
2. Setback shall be increased to 45 feet when abutting a residential property line.
3. Buildings exceeding 35 feet high shall be set back an additional one foot from the front setback for each one foot of height up to a maximum setback of 70 feet. Heights over 75 feet may be permitted with a conditional use permit.
4. Class B performance standards apply to the General Industrial (GI) Zoning District; and include standards identified in Project Description, Table 2, *Class B Performance Standards for the General Industrial (GI) Zoning District*.

The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 (see Table 17).

Building C (Front Building Adjacent to 9th Street)

The applicant is proposing a 100,554 square foot industrial warehouse building that includes two, 2,500 square foot offices at the southeast and southwest corners of the building, both with 1,000 square foot mezzanines over the offices. Figure 6c shows the proposed elevations from all directions. The proposed building would meet the development standards as set forth in Municipal Code Section 17.36.040 (see Table 17).

The requirement for Building C (abutting 9th Street) is a maximum height of 35 feet, with an additional one-foot setback for each additional one foot in height. Therefore, the maximum building height of 42 feet, six inches shown in Figure 6c, meets the intent of the code by setting the building back XX feet from the street.

Overall, the site has been designed to encourage trucks to use the east drive isle by providing a wider isle ranging from 30' to 47' vs 26' on the west side. Additionally, in an effort to mitigate noise, all buildings have been designed with dock doors facing south and east.

Per the Minor Variance request, the nearest residence from the site's northerly property line is approximately 150 feet from the property line. The applicant has proposed the north side of Building A to be made of concrete panels of varying related colors, and a concrete screen wall with landscaping, to break up the solid mass. Additionally, there is no parking and no dock doors proposed for this back wall. Therefore, with architectural treatment, and limited noise generating activities the reduction in the width of the rear yard setback from 45 feet to 40 feet would be less than significant.

Southwest Rancho Cucamonga Focus Area and Industrial Area Specific Plan

The project site is located in the Southwest Rancho Cucamonga Focus Area and the Industrial Area Specific Plan. Both plan areas are represented in the General Plan on Figure LU-4, *Focus Areas*, and Figure-5, *Adopted Specific Plans and Planned Communities*.

Southwest Focus Area

The City's Southwest Focus Area is bounded on the south by the City of Ontario and on the west by the City of Upland. The area is divided north from the south by a Metrolink rail line that runs adjacent to 8th Street. The General Plan describes the uses in the focus area are primarily light industrial and warehousing, but that there are residential neighborhoods to the southwest and the northeast. The City's vision for this area includes:

- Allowing for the development of commercial and community services needed by the adjacent residential neighborhoods. This goal would not apply to the proposed project because the project does not include commercial uses or community services. However, the reuse of the underutilized site from a mix of older residential and wholesale/commercial uses (now vacant) to light industrial/warehouse uses does not preclude other properties from being developed with such commercial uses or community services.
- Implementing community design improvements and reducing truck traffic impacts on the residential neighborhoods. The proposed project includes new truck traffic, however, the applicant's intent is that ingress and egress from the site will be limited to travel on 9th Street via Vineyard Avenue and not westbound toward residential neighborhoods. Design improvements at the site include the removal of existing trees, shrubs and grasses that have deteriorated over

time due to lack of maintenance, and replacement with new landscaping and fencing that will be maintained in accordance with the City's development code requirements.

- Encouraging the re-use and rehabilitation of historic or high-quality buildings to the greatest extent possible. Although the project site does not include historic or high quality buildings, the applicant will be taking an underutilized site that has fallen into disrepair and is currently vacant, with three new industrial/warehouse buildings designed with tilt-up concrete panels of varying but related tan-brown tones, and vista cool glazed windows. The front of Building C, closest to 9th Street will be treated with a screen wall (with corner pilasters) and a row of landscape screening (combination of trees, shrubs and ground cover).

Industrial Area Specific Plan

The Industrial Area Specific Plan was adopted in 1981 and encompasses a 5,000-acre area in the southern portion of the City, generally south of Foothill Boulevard. The purpose of the Specific Plan was to establish specific standards and guidelines to be used for development throughout the City's industrial area. Per the General Plan, Land Use Element (page LU-49), the Specific Plans and Planned Communities identified in Figure LU-5 were approved by the City and in 1999, the Development Code was amended to incorporate the Industrial Area Specific Plan, as well as the Foothill Boulevard Specific Plan. Therefore, development standards for the project site are found in the City's Development Code for General Industrial (GI) land uses. The project's consistency with the Development Code is discussed above.

Southern California Association of Governments (SCAG)

The project would also be consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The RTP/SCS goals are meant to provide guidance for considering a proposed project within the context of regional goals and policies. As shown in Table 18, *Project Consistency with SCAG's RTP/SCS*, implementation of the project implementation would be consistent with the adopted RTP/SCS. Therefore, impacts would be less than significant.

Table 18
Project Consistency with SCAG's RTP/SCS

Goal	Goal Statement	Project's Consistency with Goals
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	<i>No inconsistency identified.</i> The policy is implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts.
G2	Maximize mobility and accessibility for all people and goods in the region.	<i>No inconsistency identified.</i> The proposed project would not generate peak hour trips in excess of 50 trips, the established threshold.
G3	Ensure travel safety and reliability for all people and goods in the region.	<i>No inconsistency identified.</i> The proposed project does not include elements that would result in a substantial safety hazard to motorists.
G4	Preserve and ensure a sustainable regional transportation system.	<i>No inconsistency identified.</i> The policy is implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The project would have no adverse effect on this planning effort.
G5	Maximize the productivity of our transportation system.	<i>No inconsistency identified.</i> The policy is implemented by cities and the counties within the SCAG region as part of comprehensive transportation planning efforts. The project will be consistent with the City's Transportation Element that meets this goal.
G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation/non-motorized transportation.	<i>No inconsistency identified.</i> See other sections of the Initial Study including Air Quality, Greenhouse Gasses, Hazards/Hazardous Materials, Noise, etc., and discussions of the project's less than significant impact on the environment.
G7	Actively encourage and create incentives for energy efficiency, where possible.	<i>No inconsistency identified.</i> See other sections of the Initial Study including Aesthetics and Air Quality for a discussion of the project's compliance with applicable standard conditions and requirements.

Table 18
Project Consistency with SCAG's RTP/SCS (continued)

Goal	Goal Statement	Project's Consistency with Goals
G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<i>No inconsistency identified.</i> The policy provides guidance to the City to establish a local land use plan that facilitates the use of transit and non-motorized forms of transportation. The project site and other sites in the General Industrial District are planned for similar land uses. The proposed project is a logical extension of the City's planned growth of light industrial uses in the area. Therefore, the project is not considered to be inconsistent with the RTP/SCS.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<i>No inconsistency identified.</i> The policy provides guidance to the City of Rancho Cucamonga to monitor the transportation network and to coordinate with other agencies as appropriate.

Source: SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.
<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>

MITIGATION MEASURES

No impacts have been identified for regarding Land Use and Planning, therefore no mitigation measures are required.

IMPACT CONCLUSION

No impacts have been identified for regarding Land Use and Planning. In addition, the project was found to be consistent with SCAG's RTP/SCS as outlined in Table 18.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES: <i>Would the project:</i>				
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

12(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? and

12(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? **Determination: Less Than Significant Impact.**

According to the California Geological Survey (CGS), a large portion of the City of Rancho Cucamonga, including the project site and vicinity is located in a Mineral Resource Zone 2 (MRZ-2). This zone contains areas where geologic data indicate that significant Portland Cement Concrete (PCC) grade aggregate resources are present. This is due to the City's location on a series of alluvial fans where aggregate material of varying grades is located. CGS further defines the area as being in the Claremont-Upland Production Consumption Region and has identified sectors where known resources are being mined or are available to mine. These sectors are generally located along the San Antonio Creek Wash in the cities of Claremont and Upland, along the Upper Cucamonga Fan in the cities of Upland and Rancho Cucamonga, and in the Deer Creek, Day Creek and Lytle Creek fan areas in Rancho Cucamonga. With the exception of the Holliday Foothill Plant site, these areas are all north of the 210 freeway, well north of the project site, and the Lytle Creek fan site is located well east of the project site in the cities of Rialto and San Bernardino. The General Plan Resource Conservation Element Figure RC-2, *Regionally Significant Aggregate Resources*, identifies these locations. Therefore, there would be no impact to on mineral resources associated with the proposed project.

MITIGATION MEASURES

No mitigation measures are required.

IMPACT CONCLUSION

A less than significant impact has been identified for mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE: Would the project:				
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 ground borne vibration or ground borne 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 2 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?				✓

DISCUSSION

13(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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Noise Descriptors

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Table 19, *Typical Noise Levels* Exhibit, provides a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Table 19
Typical Noise Levels

Common Outdoor Activity	Common Indoor Activity	A-weighted Sound Level (dBA)	Subjective Level	Effects of Noise
Threshold of Pain		140	Intolerable or deafening	Hearing Loss
Near Jet Engine		130		
		120		
Jet Fly-over at 1,000 ft)	Rock Band	110		
Loud Auto Horn		100	Very Noisy	
Gas Lawn Lower at 3 ft		90		
Diesel truck at 50 ft/50 mph	Food blender at 3 ft	80	Loud	Speech Interference
Noisy Urban area Daytime	Vacuum cleaner at 10 ft	70		
Heavy traffic at 300 ft	Normal speech at 3 ft	60		
Quiet urban daytime	Large business office	50	Moderate	Sleep Disturbance
Quiet urban nighttime	Theater, large conference room (background)	40		
Quiet Suburban nighttime	Library	30	Faint	No Effect
Quiet rural nighttime	Bedroom at night, concert hall (background)	20		
		10	Very faint	
Lowest threshold of human hearing	Lowest threshold of human hearing	0		

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Exhibit 2A.*

For planning purposes, because people are generally more sensitive to noise intrusions during the evening and night hours, State law requires use of such metrics as the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). These metrics add an artificial decibel increment to quiet time noise levels in a 24-hour noise descriptor to account for increased sensitivity during late hours. The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 a.m. to 10:00 p.m., and 10 dBA for the 10:00 p.m. to 7:00 a.m. period. The Ldn descriptor uses the same methodology, except that no artificial increment is added to the hours between 7:00 a.m. and 10:00 p.m. Both descriptors yield roughly the same 24-hour level, with the CNEL being only slightly more restrictive (that is, higher).

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise

from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

State Green Building Standards Code

The State's 2016 Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, or other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA L_{eq} for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1).

City of Rancho Cucamonga Public Health and Safety Element

The General Plan Public Health and Safety Element identifies noise-sensitive land uses and establishes compatibility guidelines for land use and noise. In addition, the element identifies goals and policies to minimize the impacts of excessive noise levels throughout the community. The noise-related Public Health and Safety Element goals are as follows:

PS-13: Minimize the impacts of excessive noise levels throughout the community and adopt appropriate noise level requirements for all land uses.

PS-14: Minimize the impacts of transportation-related noise.

The noise criteria identified in the City of Rancho Cucamonga Public Health and Safety Element (Figure PS-8) are guidelines to evaluate the land use compatibility of transportation-related noise.

City of Rancho Cucamonga Development Code

Construction

City of Rancho Cucamonga has established limits to the hours of operation and noise levels for construction activities. Section 17.66.050(D)(4)(a) of the Development Code identifies the activities that are exempt from the provisions of the noise standards:

Noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided said activities:

- a. When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided that noise levels created do not exceed the base noise level standard of 65 dBA when measured at the adjacent property line.

- b. When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the standards of 70 dBA at the adjacent property line.

As shown in Figure 12, *Noise Receiver Locations*, the project site is adjacent to residential and non-residential land uses. If the project demonstrates compliance with the standards for both types of uses, the construction noise level impacts are considered exempt from the noise standards. The Development Code Noise Standards for construction activities are shown on Table 20, *Noise Standards for Construction Projects*.

Table 20
Noise Standards for Construction Projects

Adjacent Land Use	Hours of Construction Activity	Construction Noise Level Standard (dBA L _{eq}) ¹
Residential, School and Church	7:00 a.m. to 8:00 p.m. Monday to Saturday; no activity on Sundays or national holidays	65
Commercial and Industrial	6:00 a.m. to 10:00 p.m. Monday to Sunday	70

Source: City of Rancho Cucamonga Development Code, Section 17.66.050(D)(4) Special Exclusions.

Notes

1. Noise level standard when measured at the adjacent property line per Section 17.66.050(D)(4)

Operations

The City of Rancho Cucamonga Development Code, Chapter 17.66 *Performance Standards*, Section 17.66.050 *Noise Standards*, contains the exterior noise level limits for residential (Noise Zone 1) and commercial (Noise Zone 2) land uses, as shown on Table 21, *Operational Noise Standards*. The table identifies a daytime (7:00 a.m. to 10:00 p.m.) base noise level standard of 65 dBA L_{eq}, and a nighttime (10:00 p.m. to 7:00 a.m.) base noise level standard of 60 dBA L_{eq} for residential land uses.



Source: Esri, DigitalGlobe, GeoEye, Earthstar
Geographics, CNES/Airbus DS, USDA, USGS,
AeroGRID, IGN, and the GIS User Community

LEGEND:

- Receiver Locations
- 6' Existing Barrier Height (in feet)
- Distance from receiver to Project site boundary (in feet)
- Existing Barrier

Date: 10/4/2019



Not to scale

Figure provided by Urban Crossroads

Figure 12
Noise Receiver Locations

Phelan Development
9th Street and Vineyard Ave Warehouses
City of Rancho Cucamonga

Table 21
Operational Noise Standards

Land Use	Time Period ¹	Exterior Noise Level Standards (dBA L _{eq}) ²
Residential (Noise Zone 1)	Daytime	65
	Nighttime	60
Commercial (Noise Zone 2)	Daytime	70
	Nighttime	65
Industrial	Anytime	70

Source: City of Rancho Cucamonga Development Code, Table 17.66.050 (G) and Table 17.66.110-1.

Notes

1. Daytime = 7 am to 10 pm, Nighttime = 10 pm to 7 am.
2. L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Noise Sensitive Receptors

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}). The Noise Impact Analysis prepared for the project referred to these recommendations. For example, if the ambient noise environment is quiet (less than 60 dBA) and a new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded.

Per FICON, in areas where ambient noise levels without the project range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the ambient noise levels without the project already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

Significance Criteria Used to Evaluate Project Noise

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 22, *Significance Criteria Summary*, shows the conditions under which an impact is considered to be significant.

Table 22
Significance of Noise Impacts at Noise Sensitive Receptors

Without Project Noise Levels	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 4-1.*

Construction Noise and Vibration

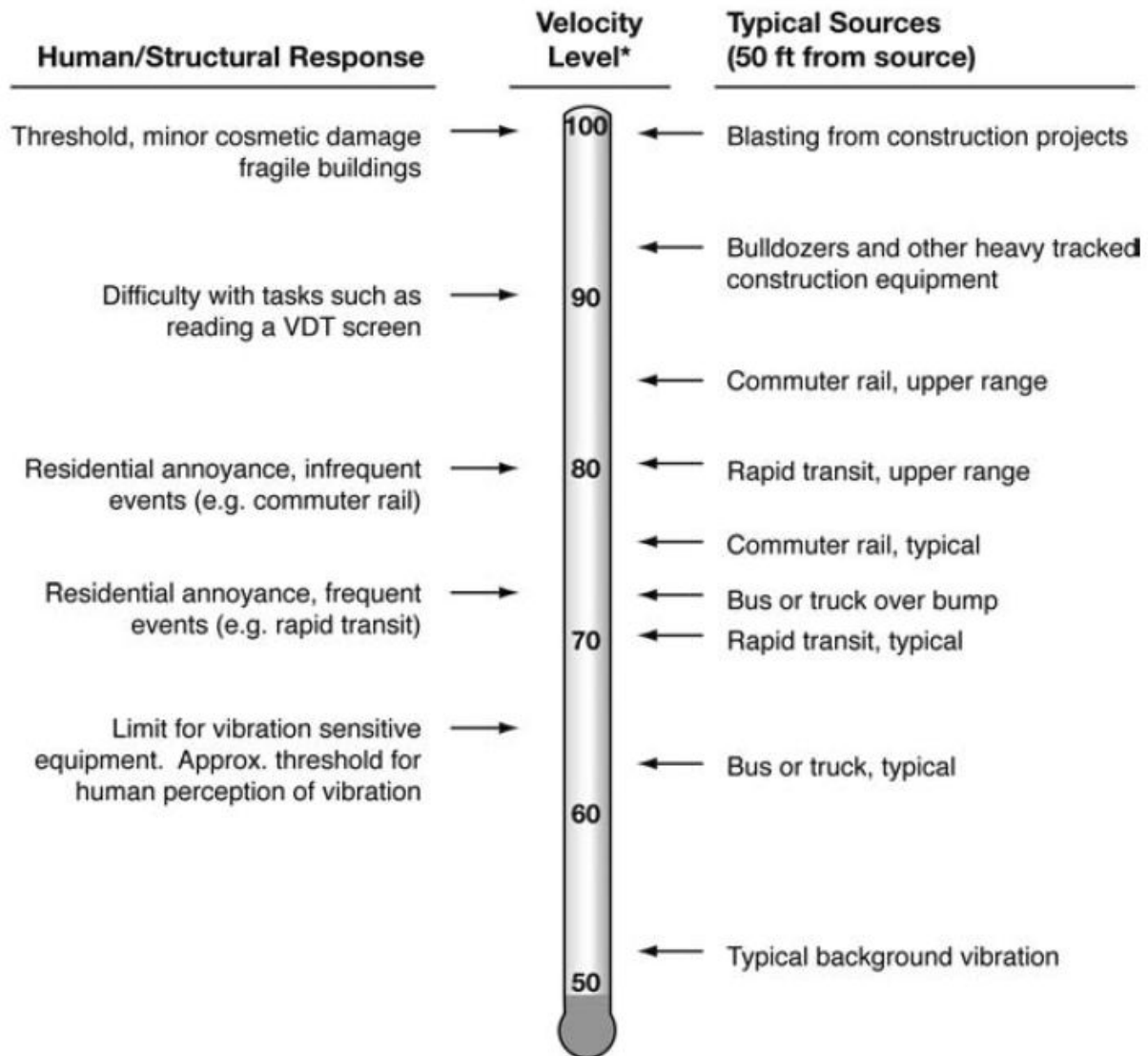
- If project-related construction activities:
 - create noise levels which exceed the 65 dBA L_{eq} noise level threshold at the nearby sensitive receiver locations; or
 - create noise levels which exceed the 70 dBA L_{eq} noise level threshold at the nearby commercial and/or industrial uses (City of Rancho Cucamonga Development Code, Section 17.66).
- If short-term project construction vibration levels exceed the Caltrans building damage vibration thresholds of 0.3 in/sec PPV at residential homes, or the human annoyance threshold of 0.04 in/sec PPV at sensitive receiver locations (Caltrans, *Transportation and Construction Vibration Guidance Manual*).

Figure 13, *Typical Levels of Ground-borne Vibration*, shows the human response to typical sources of ground-borne vibration.

Operational Noise and Vibration

- If Project-related operational (stationary-source) noise levels exceed:
 - the 65 dBA L_{eq} daytime or 60 dBA L_{eq} nighttime residential exterior noise level standards at nearby residential receiver locations; or
 - the 70 dBA L_{eq} daytime or 65 dBA L_{eq} nighttime commercial exterior noise level standards at nearby commercial receiver locations; or
 - the 70 dBA L_{eq} industrial exterior noise level standards at adjacent industrial uses (City of Rancho Cucamonga Development Code, Section 17.66).
- If the existing ambient noise levels at the nearby noise-sensitive receivers (e.g., residential) near the Project site:
 - are less than 60 dBA L_{eq} and the project creates a *readily perceptible* 5 dBA L_{eq} or greater project-related noise level increase; or

Figure 13
Typical Levels of Ground-borne Vibration



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

- range from 60 to 65 dBA L_{eq} and the project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
- already exceed 65 dBA L_{eq} , and the project creates a community noise level impact of greater than 1.5 dBA L_{eq} (FICON, 1992).
- If long-term Project construction vibration levels exceed the Caltrans building damage vibration thresholds of 0.3 in/sec PPV at residential homes, or the human annoyance threshold of 0.04 in/sec PPV at sensitive receiver locations (Caltrans, *Transportation and Construction Vibration Guidance Manual*).

Table 23, *Significance Criteria Summary*, lists the various criteria identified above.

Table 23
Significance Criteria Summary

Analysis	Land Use	Conditions	Significance Criteria	
			Daytime	Nighttime
Operational Noise and Vibration	Residential	Exterior Noise Level Standards	65 dBA L_{eq}	60 dBA L_{eq}
	Commercial		70 dBA L_{eq}	65 dBA L_{eq}
	Industrial		70 dBA L_{eq}	
	Noise Sensitive	If ambient is < 60 dBA L_{eq}	≥ 5 dBA L_{eq} project increase	
		If ambient is < 60 to 65 dBA L_{eq}	≥ 3 dBA L_{eq} project increase	
		If ambient is < 65 dBA L_{eq}	≥ 1.5 dBA L_{eq} project increase	
		Building Damage Vibration Level Threshold	0.3 in/sec PPV	
		Annoyance Vibration Level Threshold	0.3 in/sec PPV	
Construction Noise and Vibration	Residential	Exterior Noise Level Threshold	65 dBA L_{eq}	n/a
	Non-residential		70 dBA L_{eq}	n/a
	Noise Sensitive	Building Damage Vibration Level Threshold	0.3 in/sec PPV	n/a
		Annoyance Vibration Level Threshold	0.04 in/sec PPV	n/a

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 4-2.*

Existing Noise Level Measurements

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations around the perimeter of the project site where sensitive receptors are adjacent or near the project site. Results are shown in Table 24, *24-hour Ambient Noise Level Measurements*. The noise measurements presented in the table focus on the average or equivalent sound levels (L_{eq}). L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 24 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

Table 24
24-hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L _{eq})	
		Daytime	Nighttime
L1	Located north of the Project site near existing residential homes on the north side of Arrow Route.	67.8	62.2
L2	Located east of the Project site, west of Vineyard Avenue near existing commercial and office uses.	52.5	51.2
L3	Located south of the Project site near existing commercial uses on the south side of 9th Street.	67.9	62.3
L4	Located west of the Project site on the north side of 9th Street near existing residential homes.	59.6	53.9
L5	Located adjacent to the northwestern portion of the Project site within an existing residential community south of Arrow Rt.	51.2	49.1
L6	Located adjacent to the northwestern corner of the Project site boundaries in an existing residential community south of Arrow Route.	50.4	49.4

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 5-1.*

Figure 14, *Noise Measurement Locations*, shows locations where sensitive land uses occur adjacent to the project site.

- Location L1 represents the noise levels north of the project site near existing residential homes on the north side of Arrow Route. The energy (logarithmic) average daytime noise level was calculated at 67.8 dBA Leq with an average nighttime noise level of 62.2 dBA Leq.
- Location L2 represents the noise levels east of the project site, west of Vineyard Avenue near existing commercial and office uses. The energy (logarithmic) average daytime noise level was calculated at 52.5 dBA Leq with an average nighttime noise level of 51.2 dBA Leq.
- Location L3 represents the noise levels south of the project site near existing commercial uses on the south side of 9th Street. The energy (logarithmic) average daytime noise level was calculated at 67.9 dBA Leq with an average nighttime noise level of 62.3 dBA Leq.
- Location L4 represents the noise levels west of the project site on the north side of 9th Street near existing residential homes. The energy (logarithmic) average daytime noise level was calculated at 59.6 dBA Leq with an average nighttime noise level of 53.9 dBA Leq.
- Location L5 represents the noise levels adjacent to the northwestern portion of the project site within an existing residential community south of Arrow Route. The energy (logarithmic) average

daytime noise level was calculated at 51.2 dBA Leq with an average nighttime noise level of 49.1 dBA Leq.

- Location L6 represents the noise levels adjacent to the northwestern corner of the project site boundaries in an existing residential community south of Arrow Route. The energy (logarithmic) average daytime noise level was calculated at 50.4 dBA Leq with an average nighttime noise level of 49.4 dBA Leq.

Construction Noise Assessment

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc., to describe the typical construction activity noise levels for each stage of construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet from the source. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

To describe the project construction noise levels, measurements were collected for similar activities at several construction sites. Table 25, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 25 have been adjusted for consistency to describe a uniform reference distance of 50 feet.



LEGEND:

▲ Noise Measurement Locations

Date: 10/4/2019



Not to scale

Figure provided by Phelan Development

**Figure 14 Noise
Measurement Locations**

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Table 25
Construction Reference Noise Levels

ID	Noise Source	Duration (h:mm:ss)	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq) ⁶
1	Truck Pass-Bys and Dozer Activity ¹	0:01:15	30'	63.6	59.2
2	Dozer Activity ¹	0:01:00	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities ²	0:01:00	30'	71.9	67.5
4	Foundation Trenching ²	0:01:01	30'	72.6	68.2
5	Rough Grading Activities ²	0:05:00	30'	77.9	73.5
6	Framing ³	0:02:00	30'	66.7	62.3
8	Concrete Mixer Truck Movements ⁴	0:01:00	50'	71.2	71.2
9	Concrete Paver Activities ⁴	0:01:00	30'	70.0	65.6
10	Concrete Mixer Pour & Paving Activities ⁴	0:01:00	30'	70.3	65.9
11	Concrete Mixer Backup Alarms & Air Brakes ⁴	0:00:20	50'	71.6	71.6
12	Concrete Mixer Pour Activities ⁴	1:00:00	50'	67.7	67.7
13	Forklift, Jackhammer, & Metal Truck Bed Loading ⁵	0:02:06	50'	67.9	67.9

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-8.

Notes:

1. As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.
2. As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.
3. As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.
4. Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.
5. As measured by Urban Crossroads, Inc. on 9/9/16 during the demolition of an existing paved parking lot in Irvine.
6. Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

Construction Noise Analysis

Using the reference construction equipment noise levels, calculations of the project construction noise level impacts at the nearby sensitive receiver locations were completed. Table 26, *Unmitigated Construction Equipment Noise Level Summary (dBA Leq)*, summarizes the short-term construction noise levels for each stage of construction at the nearby noise-sensitive receiver locations.

Table 26
Unmitigated Construction Equipment Noise Level Summary (dBA Leq)

Receiver Location ¹	Construction Noise Levels (dBA Leq)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	71.0	67.3	76.6	71.3	74.7	70.6	76.6
R2	56.7	52.9	62.2	56.9	60.4	56.2	62.2
R3	61.1	57.3	66.6	61.3	64.8	60.6	66.6
R4	65.3	61.5	70.8	65.5	69.0	64.8	70.8
R5	67.3	63.6	72.9	67.6	71.0	66.9	72.9
R6	55.6	51.9	61.2	55.9	59.3	55.2	61.2

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-8.

Notes:

- Noise receiver locations are shown on Figure 12.
- Estimated construction noise levels during peak operating conditions.

Based on the stages of construction, the noise impacts associated with project construction are expected to create temporarily high noise levels at the nearby receiver locations. To assess the worst-case construction noise levels, this analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location.

Table 27, *Unmitigated Construction Equipment Noise Level Compliance*, shows that project-related short-term construction noise levels are expected to range from 51.9 to 76.6 dBA Leq and will exceed the City of Rancho Cucamonga 65 dBA Leq exterior noise level standard at sensitive receiver locations R1, R4, and R5; thereby representing a potentially significant noise impact.

Table 27
Unmitigated Construction Equipment Noise Level Compliance

Receiver Location ¹	Land Use	Unmitigated Construction Noise Levels (dBA Leq)		
		Highest Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	RES	76.6	65	Yes
R2	COM	62.2	70	No
R3	COM	66.6	70	No
R4	RES	70.8	65	Yes
R5	RES	72.9	65	Yes
R6	RES	61.2	65	No

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-8.

Notes:

- Noise receiver locations are shown on Figure 12.
- Estimated construction noise levels during peak operating conditions as shown in Table 25.
- Construction noise level threshold as shown on Table 23.
- Do the estimated Project construction noise levels exceed the construction noise level threshold?

The results of the noise study indicate that a 100-foot buffer zone mitigation measure is required which would restrict the use of large loaded trucks and dozers (greater than 80,000 pounds) within 100-feet of occupied sensitive receiver locations represented by R1, R4, and R5. In addition, the construction of the 8-foot high operational noise barrier mitigation would be needed prior to the start of project construction to reduce noise levels. Figure 15, *Construction Noise and Vibration Mitigation*, shows the buffer zone. If it is not feasible to construct this barrier prior to project construction, then equivalent, temporary construction noise barriers shall be required. Implementation of **Mitigation Measures N-1 through N-3**, located at the end of this section, would reduce impacts on nearby sensitive receiver locations to less than significant levels for construction as shown in Table 28, *Mitigated Construction Equipment Noise Level Compliance*.

Table 28
Mitigated Construction Equipment Noise Level Compliance

Receiver Location	Land Use	Highest Unmitigated Levels	Heavy Equip. Buffer Attenuation	Required Noise Barrier Attenuation	Resulting Mitigation Measures	Threshold	Threshold Exceeded?
R1	RES	76.6	-9.1	-6.2	61.2	76.6	No
R2	COM	62.2	0.0	0.0	62.2	62.2	No
R3	COM	66.6	0.0	0.0	66.6	66.6	No
R4	RES	70.8	0.0	0.0	62.4	70.8	No
R5	RES	72.9	-10.5	0.0	62.4	72.9	No
R6	RES	61.2	0.0	0.0	61.2	61.2	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-10.*

Notes:

- Noise receiver locations are shown on Figure 12.
- Estimated construction noise levels during peak operating conditions as shown in Table 27.
- Construction noise level threshold as shown on Table 23.
- Do the estimated project construction noise levels exceed the construction noise level threshold?

Operations Noise Assessment

The potential stationary-source operational noise impacts at the nearby receiver locations (see Figure 12) that could result from operation of the proposed project are evaluated herein. The on-site project-related noise sources are expected to include:

- idling trucks
- delivery truck activities
- backup alarms
- loading and unloading of dry goods
- roof-top air conditioning units
- parking lot vehicle movements

Reference Noise Levels

To estimate the project's operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the

Reference Noise Levels

To estimate the project's operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. These noise levels are shown in Table 29, *Reference Noise Level Measurements*. It is important to note that the evaluation of the proposed project's projected noise levels assumed the worst case noise environment of all operation activities listed above all operating simultaneously. However, these noise level impacts will likely vary throughout the day.

Table 29
Reference Noise Level Measurements

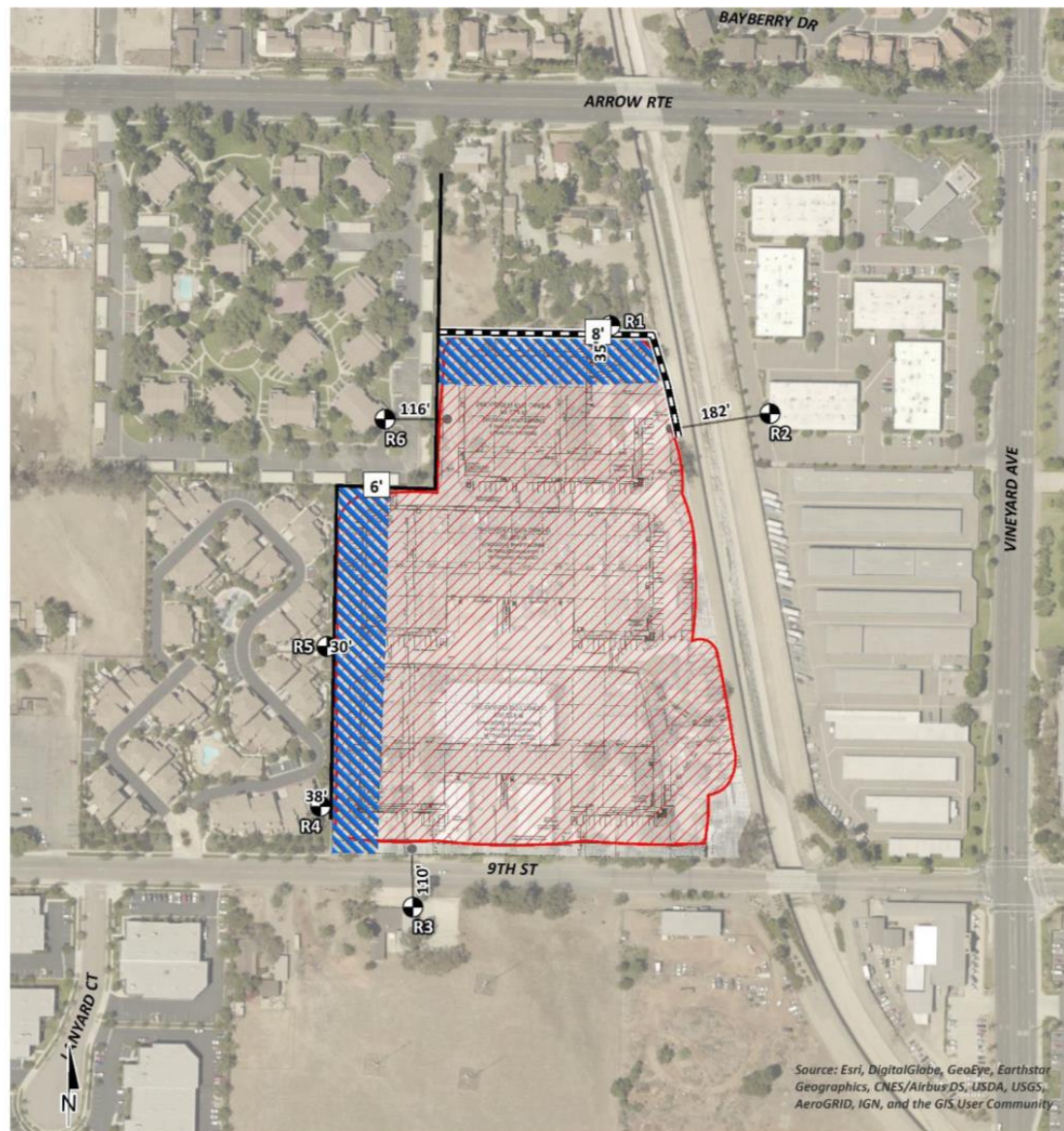
Noise Source	Duration (hh:mm:ss)	Reference Distance (feet)	Noise Source (Height)	Hourly Activity (minutes)	Reverence Noise Level (dBA Leq)	
					@ Ref Distance	@ 50 Feet
Truck Unloading/Docking Activity ¹	00:15:00	30'	8'	60	67.2	62.8
Roof-Top Air Conditioning Units ²	96:00:00	5'	5'	39	77.2	57.2
Parking Lot Vehicle Movements ³	01:00:00	10'	2.5'	60	52.2	38.2

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-1.

Notes:

1. Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on Wednesday, January 7, 2015.
2. As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.
3. As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest.
4. Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.

The project site is bounded on the south by 9th Street with vacant land and some non-residential buildings on the south side of the street. To the east, the site is bounded by the Cucamonga Creek channel and warehouse type buildings east of the channel between Arrow Route and 9th Street. There are no sensitive noise receptors located adjacent along the east and south site boundaries (Noise Receptors R2 and R3). To the north and west are residential uses represented by Noise Receptors R1, and R 4 through R6 (see Figure 12). Noise Receptor R1 would be less affected by the proposed project because the nearest habitable structure is approximately 150 feet north of the north property line. Likewise, Noise Receptor R6 is approximately 116 feet from the west property line. However, R4 and R5 are located approximately 30 feet and 38 feet from the west property line.



LEGEND:

- Receiver Locations
- 8' Existing Barrier Height (in feet)
- Existing Barrier
- Recommended Noise Barrier
- Construction Activity
- Distance from receiver to construction activity (in feet)
- 100-foot buffer for large loaded trucks and heavy mobile equipment (> 80k lbs). and any owned and occupied residence within 100 feet.

Date: 10/4/2019

Not to scale



Figure provided by Phelan Development

Figure 15 Construction Noise and Vibration Mitigation

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City of Rancho Cucamonga



Truck Idling, Deliveries, Back up Alarms, Loading Dock Activities

Short-term reference noise level measurements shown in Table 29 for these activities represent the typical weekday dry goods logistics warehouse operation in a single building, of roughly 285,000 square feet, with a loading dock area on the western side of the building façade. Up to ten trucks were observed in the loading dock area including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. The unloading/docking activity noise level measurement was taken over a fifteen-minute period and represents multiple noise sources taken from the center of loading dock activities generating a reference noise level of 62.8 dBA Leq at a uniform reference distance of 50 feet. At this measurement location, the noise sources associated with employees unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm. In addition, during the noise level measurement a truck entered the loading dock area and proceeded to reverse and dock in a nearby loading bay, adding truck engine and air brakes noise.

The proposed project's loading docks will be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the warehouse. The primary noise generated by unloading/docking activities is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. Because the trailer seals to the loading dock, employees unload the tractor trailer from the inside of the warehouse. A noise source height of 8 feet was used as it reasonably accounts for the combination of noise source activities from loading dock activities.

For Receiver Location R6, the noise impacts associated with the unloading/docking activity is effectively blocked by Building A estimated to be 30 feet high. There is no direct line of sight between R6 and the unloading/docking area for this building; and the loading docks for buildings B and C also have their loading docks on the south sides of the buildings so there is no line of sight between R6 and the loading docks.

Roof-Top Air Conditioning Units

To assess the impacts created by the roof-top air conditioning units on-site, reference noise levels measurements were taken over a four-day total duration for mechanical roof-top air conditioning units on the roof of an existing Walmart store, in addition to background noise levels from additional roof-top units. The reference noise level represents Lennox SCA120 series 10-ton model packaged air conditioning units. At 5 feet from the closest roof-top air conditioning unit, the highest exterior noise level from all four days of the measurement period was measured at 77.2 dBA Leq. Using the uniform reference distance of 50 feet, the noise level is 57.2 dBA Leq. The operating conditions of the reference noise level measurement reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. The roof-top air condition units were observed to operate the most during the daytime hours for a total of 39 minutes per hour. The noise attenuation provided by the planned 5-foot high parapet wall is not reflected in this reference noise level measurement.

For the proposed project, the noise source height of 5 feet was used to describe the height above the noise source elevation. The roof-top air conditioning units are placed at a noise source elevation of 30 feet (top of roof). This effectively places the roof-top air conditioning units at a noise source height of 35 feet (noise source elevation + noise source height).

Parking Lot Vehicle Movements (Passenger Vehicles)

To determine the noise levels associated with parking lot vehicle movements, the peak hour of activity measured over the 24-hour noise level measurement period occurred between 12:00 p.m. to 1:00 p.m., or the typical lunch hour for employees working in the area was collected from a warehouse site in the City of Lake Forest. The measured reference noise level at 50 feet from parking lot vehicle movements was measured at 38.2 dBA Leq. The parking lot noise levels are mainly due to cars pulling in and out of spaces during peak lunch hour activity and employees talking. Noise associated with parking lot vehicle movements is expected to operate for the entire hour (60 minutes).

The parking lot noise levels associated with the proposed project would be mainly due to cars pulling in and out of spaces, car alarms sounding, and individuals/drivers within the parking lot. The parking lot noise source height is not limited to engine noise from autos. A noise source height of 5 feet is considered conservative since any noise mitigation measures would need to account for the higher noise source height. In response to this comment, the parking lot vehicle movement noise source height of 5 feet has been changed to 2.5 feet.

Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The operational noise level calculations, shown on Table 30, *Unmitigated Project Only Operational Noise Levels*, account for the distance attenuation provided due to geometric spreading when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. The basic noise attenuation equation shown below is used to calculate the distance attenuation based on a reference noise level (SPL₁):

$$SPL_2 = SPL_1 - 20\log(D_2/D_1)$$

Where SPL₂ is the resulting noise level after attenuation, SPL₁ is the source noise level, D₂ is the distance to the reference sound pressure level (SPL₁), and D₁ is the distance to the receiver location. Table 30 shows the individual operational noise levels of each noise source at each of the nearby sensitive receiver locations. As indicated on Table 30, the project-only operational noise levels will range from 39.2 to 61.9 dBA Leq at the sensitive receiver locations. The unmitigated operational noise levels include the noise attenuation provided by the planned 5-foot high parapet walls used to screen the roof-top air conditioning units.

Table 30
Unmitigated Project-Only Operational Noise Levels

Receiver Location	Noise Levels by Noise Source (dBA Leq)			Combined Operational Noise Levels (dBA Leq)
	Truck Unloading/ Docking Activity	Roof-Top Air Conditioning Units	Parking Lot Vehicle Movements	
R1	61.8	32.0	45.0	61.9
R2	50.5	35.5	33.5	50.7
R3	43.9	37.5	21.5	44.8
R4	44.7	41.6	37.0	46.9
R5	45.0	41.6	38.7	47.3
R6	28.6	38.5	26.8	39.2

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-2.

Notes:

1. See Exhibit 12 for the receiver and noise source locations.
2. Reference noise sources as shown on Table 29. Individual noise source calculations are provided in Appendix 7.1 of the Noise Impact Analysis (Initial Study Appendix L).

Table 31, *Unmitigated Operational Noise Level Compliance*, shows that operational noise levels associated with project will exceed the City of Rancho Cucamonga exterior noise level standards at receiver location R1 during the nighttime hours. Therefore, project-related operational noise level impacts are considered potentially significant impact at adjacent existing residential uses during the more sensitive nighttime hours. All other receiver locations will experience less than significant unmitigated noise impacts.

Table 31
Unmitigated Operational Noise Level Compliance

Receiver Location ¹	Land Use	Noise Level at Receiver Locations (dBA Leq) ²	Threshold ³		Threshold Exceeded? ⁴	
			Daytime	Nighttime	Daytime	Nighttime
R1	RES	61.9	65	60	No	Yes
R2	COM	50.7	70	65	No	No
R3	COM	44.8	70	65	No	No
R4	RES	46.9	65	60	No	No
R5	RES	47.3	65	60	No	No
R6	RES	39.2	65	60	No	No

Source: Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-3.

Notes:

1. See Figure 12 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 30.
3. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
4. Do the estimated Project operational noise levels meet the operational noise level standards?

To reduce the *potentially significant* operational noise level impacts at the nearby receiver locations, the construction of a minimum 8-foot high noise barrier along the northern project site boundary is required, as shown in Figure 16, *Operational Noise Mitigation*, following the summary of mitigation

measures below. With the noise barrier shown in Figure 16, the project's operational noise levels approach 55.6 dBA Leq at receiver location R1, as shown on Table 32, *Mitigated Project Only Operational Noise Levels*.

Table 32
Mitigated Project Only Operational Noise Levels

Receiver Location ¹	Mitigated Noise Levels by Noise Source (dBA Leq) ²			Combined Operational Noise Levels (dBA Leq)
	Truck Unloading/ Docking Activity	Roof-Top Air Conditioning Units	Parking Lot Vehicle Movements	
R1	55.6	32.0	33.7	55.6
R2	50.5	35.5	33.5	50.7
R3	43.9	37.5	21.5	44.8
R4	44.7	41.6	37.0	46.9
R5	45.0	41.6	38.7	47.3
R6	28.6	38.5	26.8	39.2

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-2.*

Notes:

1. See Exhibit 12 for the receiver and noise source locations.
2. Reference noise sources as shown on Table 29. Individual noise source calculations are provided in Appendix 7.1 of the Noise Impact Analysis (Initial Study Appendix L).

Table 33, *Mitigated Operational Noise Level Compliance*, shows that operational noise levels will satisfy the City of Rancho Cucamonga exterior noise level standards at all receiver locations, and the Project operational noise impacts will be *less than significant* with mitigation.

Table 33
Mitigated Operational Noise Level Compliance

Receiver Location ¹	Land Use	Noise Level at Receiver Locations (dBA Leq) ²	Threshold ³		Threshold Exceeded? ⁴	
			Daytime	Nighttime	Daytime	Nighttime
R1	RES	55.6	65	60	No	No
R2	COM	50.7	70	65	No	No
R3	COM	44.8	70	65	No	No
R4	RES	46.9	65	60	No	No
R5	RES	47.3	65	60	No	No
R6	RES	39.2	65	60	No	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-5.*

Notes:

1. See Figure 12 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 32.
3. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
4. Do the estimated Project operational noise levels meet the operational noise level standards?

To describe the operational noise level contributions, the project's operational noise levels were combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by the proposed project. Since the units used to measure noise, decibels (dB), are

logarithmic units, the project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \dots 10^{SPLn/10}]$$

Where “SPL1,” “SPL2,” etc. are equal to the sound pressure levels being combined, or in this case, the project’s operational and existing ambient noise levels. The difference between the combined project and ambient noise levels describe the project noise level contributions to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 34, *Project Daytime Noise Level Contributions*, and Table 35, *Project Nighttime Noise Level Contributions*, respectively.

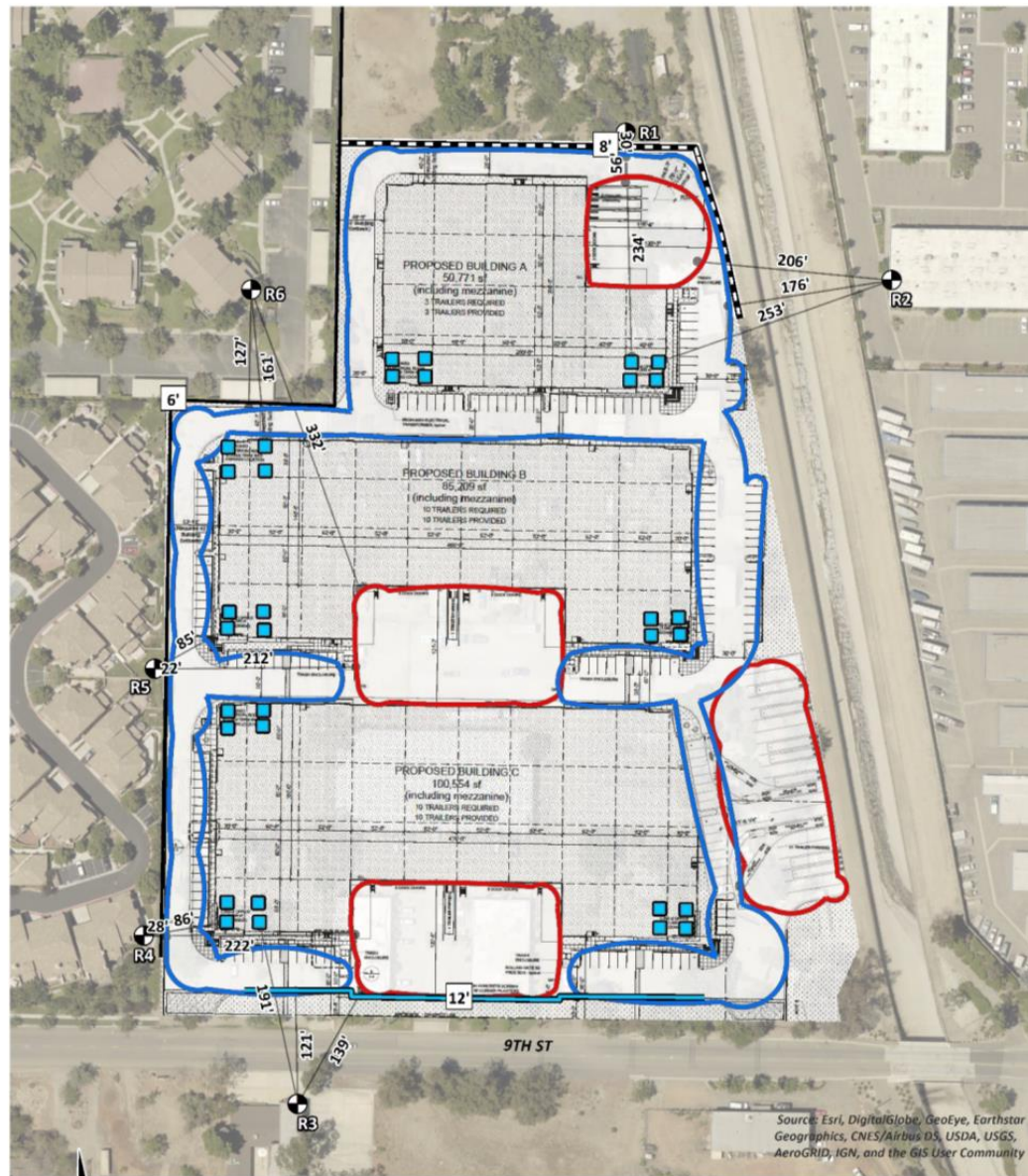
Tables 34
Project Daytime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	61.9	L1	67.8	68.8	1.0	1.5	No
R2	50.7	L2	52.5	54.7	2.2	5.0	No
R3	44.8	L3	67.9	67.9	0.0	1.5	No
R4	46.9	L4	59.6	59.8	0.2	5.0	No
R5	47.3	L5	51.2	52.7	1.5	5.0	No
R6	39.2	L6	50.4	50.7	0.3	5.0	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-6.*

Notes:

1. See Exhibit 12 for the receiver and noise source locations.
2. Total Project operational noise levels as shown on Table 31.
3. Reference noise level measurement locations as shown on Figure 14.
4. Observed daytime ambient noise levels as shown on Table 24.
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Table 23.



LEGEND:

- Receiver Locations
- Roof-Top Air Conditioning Unit
- Distance from receiver to noise source (in feet)
- 12' Barrier Height (in feet)
- Parking Lot Vehicle Movements
- Recommended Noise Barrier
- Existing Barrier
- Distribution/Warehouse Activity

Date: 10/4/2019



Not to scale

Figure provided by Phelan Development

Figure 16
Operational Mitigation

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Tables 35
Project Nighttime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	61.9	L1	62.2	65.1	2.9	3.0	No
R2	50.7	L2	51.2	54.0	2.8	5.0	No
R3	44.8	L3	62.3	62.4	0.1	3.0	No
R4	46.9	L4	53.9	54.7	0.8	5.0	No
R5	47.3	L5	49.1	51.3	2.2	5.0	No
R6	39.2	L6	49.4	49.8	0.4	5.0	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 7-7.*

Notes:

1. See Exhibit 12 for the receiver and noise source locations.
2. Total Project operational noise levels as shown on Table 31.
3. Reference noise level measurement locations as shown on Figure 14.
4. Observed daytime ambient noise levels as shown on Table 24.
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Table 23.

As shown in Table 34 and Table 35, the proposed project would generate an unmitigated daytime operational noise level increase of up to 2.2 dBA Leq and a nighttime operational noise level increase of up to 2.9 dBA Leq at the nearby receiver locations. Since project-related operational noise level contributions will satisfy the operational noise level increase significance criteria presented in Table 23, the increases at the sensitive receiver locations will be less than significant. On this basis, project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the vicinity of the project site above levels existing without the project and impacts in these regards will be less than significant.

Specifically regarding Receiver Location R1, because R1 represents noise-sensitive allowed uses, **Mitigation Measure N-4**, located at the end of this section, will be required reduce the operational noise level impacts. This measure would require that a noise barrier at a minimum of 8-feet be placed along the north project site boundary as shown in Figure 16. The noise barrier shall be constructed using masonry block, earthen berm or a combination of construction materials capable of the minimum weight of 4 pounds per square foot or a minimum transmission loss of 20 dBA. Therefore, Noise impacts associated with project operation would be less than significant.

Implementation of **Mitigation Measures N-1** through **N-3** would reduce impacts on nearby sensitive receiver locations to less than significant levels for construction. In addition, **Mitigation Measure N-4** applies to noise generated during long-term operation of the project, and with implementation, potential noise impacts associated with operations at the site would be less than significant

13(b) Generation of excessive ground borne vibration or ground borne noise levels? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Construction Vibration

Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the human response (annoyance) using the following vibration assessment methods defined by the Federal Transit Administration (FTA). To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation (where PPV_{equip} represents equipment. PPV is peak particle velocity. PPV_{ref} represents reference source vibration; D represents distance, and 1.5 references soil attenuation):

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

While vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized in Table 36, *Vibration Source Levels for Construction Equipment*.

Table 36
Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-11. Based on FTA Transit Noise and Vibration Impact Assessment, September 2018.*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. Construction activities associated with the proposed project most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- **Haul Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the project site were estimated by data published by FTA. Construction activities that would have the potential to

generate low levels of ground-borne vibration within the project site include grading. Using the vibration source level of construction equipment provided on Table 36 and the construction vibration assessment methodology published by the FTA (see source notes in Table 36), it is possible to estimate the vibration impacts associated with project construction. Table 37, *Unmitigated Project Construction Vibration Levels*, shows the anticipated project related vibration levels at the nearby receiver locations. Note: receiver locations for Noise are the same as for Vibration.

This analysis shown on Table 37 indicates the highest construction vibration levels are expected to approach 0.068 in/sec PPV, which is shown to exceed the Caltrans 0.04 in/sec PPV at receiver locations R1, R4, and R5; thereby representing a potentially significant vibration impact during project construction. Note: Caltrans thresholds are presented in the *Significance Criteria Used to Evaluate Project Noise* section above.

Table 37
Unmitigated Project Construction Vibration Levels

IDr ¹	Distance to Construction Activity	Receiver PPV Levels (in/sec) ²					Threshold		Threshold Exceeded? ³	
		Small B'dozer	Jack hammer	Loaded Trucks	Large B'dozer	Peak Vibration	Building Damage	Annoyance	Building Damage	Annoyance
R1	35	0.002	0.021	0.046	0.054	0.054	0.3	0.04	No	Yes
R2	182	0.000	0.002	0.004	0.005	0.005	0.3	0.04	No	No
R3	110	0.000	0.004	0.008	0.010	0.010	0.3	0.04	No	No
R4	38	0.002	0.019	0.041	0.047	0.047	0.3	0.04	No	Yes
R5	30	0.002	0.027	0.058	0.068	0.068	0.3	0.04	No	Yes
R6	116	0.000	0.004	0.008	0.009	0.009	0.3	0.04	No	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-12.*

Notes:

1. Receiver Locations are shown in Figure 12.
2. Based on the vibration source levels of construction equipment included in Table 36.
3. Does the peak vibration exceed the vibration thresholds shown in Table 23.

The analysis of the project showed that the highest construction vibration levels are expected to approach 0.068 in/sec PPV when large bulldozers would be in use. High vibration levels can also be expected with Loaded Trucks reaching vibration levels up to 0.058 in/sec PPV. These impacts would exceed the Caltrans 0.04 in/sec PPV at receiver locations R1, R4, and R5; thereby representing a potentially significant vibration impact during project construction. Therefore, a 100-foot buffer zone (mitigation measure N-1) is required which would restrict the use of large loaded trucks and dozers (greater than 80,000 pounds) within 100-feet of occupied sensitive receiver locations represented by R1, R4, and R5 (see Figure 12). With implementation of this mitigation measures, project construction vibration levels would be reduced to 0.011 in/sec PPV, will satisfy the Caltrans 0.04 in/sec PPV

annoyance threshold, and represent less than significant impacts with mitigation. This is shown in Table 38, *Mitigated Project Construction Vibration Levels*.

Table 38
Mitigated Project Construction Vibration Levels

IDr ¹	Distance to Construction Activity	Receiver PPV Levels (in/sec) ²					Threshold		Threshold Exceeded? ³	
		Small B'dozer	Jack hammer	Loaded Trucks	Large B'dozer	Peak Vibration	Building Damage	Annoyance	Building Damage	Annoyance
R1	35			0.010	0.011	0.011	0.3	0.04	No	No
R2	182			0.004	0.005	0.005	0.3	0.04	No	No
R3	110			0.008	0.010	0.010	0.3	0.04	No	No
R4	38			0.010	0.011	0.011	0.3	0.04	No	No
R5	30			0.010	0.011	0.011	0.3	0.04	No	No
R6	116			0.008	0.009	0.009	0.3	0.04	No	No

Source: *Urban Crossroads, 9th Street and Vineyard Avenue Warehouse Noise Impact Analysis, March 2019 (revised October 2019), Table 8-13.*

Notes:

1. Receiver Locations are shown in Figure 12.
2. Based on the vibration source levels of construction equipment included in Table 36.
3. Does the peak vibration exceed the vibration thresholds shown in Table 23.

Finally, project-related construction vibration levels do not represent levels capable of causing building damage to nearby residences. Caltrans identifies construction vibration levels capable of building damage approaching 0.3 in/sec PPV for older residential structures. The peak, unmitigated project-construction vibration levels approaching 0.068 in/sec PPV will remain below the Caltrans vibration levels for building damage at adjacent properties. Moreover, it is unlikely that the impacts at the site of the closest sensitive receivers would be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the project site perimeter.

Operation

Warehouse operations at the project site would include heavy trucks moving on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration for heavy truck activity at normal traffic speeds is anticipated to approach 0.004 in/sec PPV at 25 feet based on the FTA *Transit Noise Impact and Vibration Assessment*. Trucks moving around the project site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the Caltrans 0.04 in/sec PPV annoyance and 0.3 in/sec PPV building damage vibration thresholds, and therefore, would be less than significant.

For other activities on site, the City's Development Code requires that all industrial uses be conducted within an enclosed building; hence, no adverse operational impact to nearby residential uses is expected. Further, the Planning Department will review each Business License for each tenant prior to

occupancy to determine the potential impacts to the surrounding residential uses. Given that loading docks designed for the northernmost building adjacent to sensitive receptors, **Mitigation Measure N-4** is provided to ensure impacts are less than significant to adjacent residential uses.

- 13(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 2 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?

Determination: No Impact.

The site is not located within an airport land use plan and is not within 2 miles of a public airport or private airstrip. The project is located approximately 2.5 miles northerly of the Ontario Airport and is offset north of the flight path. However, and unrelated to Noise, the project is located within the FAA's Height Notification Area for the Ontario Airport; an area that extends north of Foothill Blvd. The applicant must notify the FAA Regional office using Form 7460-1, Notice of Proposed Construction or Alteration. See Section 9, *Hazards and Hazardous Materials*, for further discussion of the notification requirements. Specifically, regarding Noise, there would be no impact to employees due to the distance from the airport.

MITIGATION MEASURES

Construction

Figure 15 shows the receiver locations and where the noise barrier should be constructed as described in Mitigation Measure N-1.

N-1 If receiver locations R1, R4, and R5 represent owned and/or occupied noise-sensitive uses at the time of project construction, the following mitigation measures are required to reduce the construction noise and vibration level impacts:

- Large loaded trucks and dozers (greater than 80,000 pounds) shall not be used within 100 feet of owned and occupied noise-sensitive residential homes, as shown on Figure 12, represented by receiver locations R1, R4, and R5, during Project construction activities. Instead, small rubber-tired or alternative equipment shall be used within this area during Project construction to reduce vibration effects.
- Construct the minimum 8-foot high noise barrier as previously described to reduce project operational noise levels at the northern project site boundary, shown on Figure 12, prior to the start of Project construction activities.
 - If it is not feasible to construct the minimum 8-foot high noise barrier at the northern Project site boundary prior to project construction, an equivalent, minimum 8-foot high temporary construction noise barrier is required at the project's northern site boundary adjacent to the receiver location R1, for the duration of project construction activities. The noise control barriers must present a solid face from top to bottom. The noise control barrier must meet the minimum height and be constructed as follows:
 - The barrier shall provide a minimum transmission loss of 20 dBA. The noise barrier may be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or

quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;

- The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

Other measures

N-2 Construction or grading (including haul truck deliveries) shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. If heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a noise mitigation plan denoting any construction traffic haul routes and include appropriate noise mitigation measures. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

N-3 Compliance with Development Code Section 17.6.05(D)(4) regarding construction noise as follows:

- Noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided said activities:
 - When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.
 - When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA at the when measured at the adjacent property line.

Operation

N-4 If receiver location R1 represents owned and/or occupied noise-sensitive uses at the time of Project operation, the following noise barrier is required to reduce the operational noise level impacts (see Figure 16):

- A minimum 8-foot high noise barrier at the northern Project site boundary is required as shown on Exhibit ES-A. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. (2) The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall

not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise barriers shall be constructed using the following materials:

- Masonry block;
- Earthen berm;
- Or any combination of construction materials capable of the minimum weight of 4 pounds per square foot or a minimum transmission loss of 20 dBA.

IMPACT CONCLUSION

The result of the Noise Impact Analysis was that with implementation of mitigation measures, including the development of a perimeter barrier (wall) around the northern portion of site nearest to sensitive receptors, impacts associated with project construction and operation would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING: <i>Would the project:</i>				
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

14(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)? **Determination: Less Than Significant Impact.**

The project is located in a predominantly developed area and will not induce population growth. Construction activities at the site will be short-term and will not attract new employees to the area. Once constructed, the proposed project will have a limited number of employees; hence, will not create a demand for additional housing as a majority of the employees will likely be hired from within the City or surrounding communities. No significant impacts are anticipated.

14(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **Determination: Less Than Significant Impact.**

According to SCAG's Local Profile for the City of Rancho Cucamonga (May 2019), there are 59,318 dwelling units in the City. The proposed project includes the demolition of two residences and several non-residential buildings. This represents a negligible number of structures and thus would not require the development of new residential units elsewhere in the City.

MITIGATION MEASURES

No mitigation measures are required.

IMPACT CONCLUSION

The removal of two residences would be negligible when considered with the existing available residential units that exist in the City of Rancho Cucamonga. Therefore, impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES: <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 any of the public services:</i>				
a) Fire protection?			✓	
b) Police Protection?			✓	
c) Schools?			✓	
d) Parks?			✓	
e) Other public facilities?			✓	

DISCUSSION

15(a) Fire Protection? **Determination: Less Than Significant Impact.**

The site is located on 9th Street west of Vineyard Avenue in an established General Industrial district that is adjacent to residential uses to the north and west. The site would be served by a fire station located at 9612 San Bernardino Road just west of Archibald Avenue, located approximately 2 miles northeast of the project site. Under existing conditions, the project site is developed with two residences and a number of non-residential buildings of varying ages. Redevelopment of the site with three new warehouse buildings built to the latest Uniform Fire code standards and would also improve site access for emergency vehicles. The project would not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Standard conditions of approval from the Uniform Building and Fire Codes will be placed on the project to lessen the future demand and impacts to fire services. Therefore, a less than significant impact is anticipated.

15(b) Police Protection? **Determination: Less Than Significant Impact.**

The Rancho Cucamonga Police Headquarters is located at 10510 Civic Center Drive, approximately 2.5 miles northeast of the project site. Additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is within an area that is regularly patrolled. Redevelopment of the site with three new warehouse buildings built to the latest Building Code standards would improve site access for emergency vehicles and would not likely result in an increase in calls for service. Additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is already developed and is within an area that is regularly patrolled. Therefore, a less than significant impact is anticipated.

15(c) Schools? **Determination: Less Than Significant Impact.**

The project site is in a developed area currently served by the Cucamonga School District and the Chaffey Joint Union High School District. The project will be required to pay School Fees as prescribed by State law prior to the issuance of building permits. For example, the 2019 CSD's rate for

Industrial/Warehouse/ Manufacturing land uses is \$0.079 per square foot. In addition, the proposed project is a non-residential project that would not directly contribute new students to the school districts. Therefore, with the payment of fees, a less than significant impact is anticipated.

15(d) Parks? Determination: Less Than Significant Impact.

The site is in a developed area of the City of Rancho Cucamonga. The proposed project is a non-residential project that would not directly contribute new residents that would use the City's parks. Although it is anticipated that some new employees already live in the City or may move to be closer to the job. The nearest park is Bear Gulch Park, located ½ miles northeast of the project site. Other parks in the vicinity include Red Hill Park located approximately 1.5 miles north of the project site; Old Town Park, located approximately 1.5 miles east of the project site; and Golden Oak Park located approximately 1 mile southeast of the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new park facilities. A standard condition of approval will require the developer to pay Park Development Fees. Therefore, with the payment of fees, a less than significant impact is anticipated.

15(e) Other Public Facilities? Determination: Less Than Significant Impact.

As a warehouse project, it will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new public facilities such as libraries and community centers. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new public facilities. A standard condition of approval will require the developer to pay Development Impact Fees. Therefore, with the payment of fees, a less than significant impact is anticipated.

MITIGATION MEASURES

Impacts were found to be less than significant for Public Services. Therefore, no mitigation measures are required.

IMPACT CONCLUSION

Payment of Development Impact Fees as required of all new development would ensure that impacts associated with development of the proposed project would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION: <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) 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

- 16(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
Determination: Less Than Significant Impact.

The site is in a developed area, currently served by the City of Rancho Cucamonga. The nearest park is located 1/2 mile from the project site. Other parks in the vicinity include Red Hill Park located approximately 1.5 miles north of the project site; Old Town Park, located approximately 1.5 miles east of the project site; and Golden Oak Park located approximately 1 mile southeast of the project site. The proposed project does not include any new housing or large employment generator that would cause an increase in the use of parks or other recreational facilities. A standard condition of approval will require the developer to pay Development Impact Fees. Therefore, a less than significant impact is anticipated.

- 16(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?
Determination: Less Than Significant Impact.

See response to 16(a).

MITIGATION MEASURES

Impacts were found to be less than significant for Public Services. Therefore, no mitigation measures are required.

IMPACT CONCLUSION

Payment of Development Impact Fees as required of all new development would ensure that impacts associated with development of the proposed project would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION: <i>Would the project:</i>				
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?		✓		

DISCUSSION

17(a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities? **Determination: Less Than Significant Impact.**

A Trip Generation Analysis was conducted for the proposed project (Appendix M). The project site is located in an area without access to public transit or bicycle/pedestrian facilities. There is no plan to provide public transit infrastructure to the area at this time. No bicycle infrastructure is proposed for 9th Street or Vineyard Avenue at this time. Regarding pedestrian access, the project includes a sidewalk along the north side of 9th Street in front of the site that would connect to the existing sidewalk west of the project site.

Existing Site Related Trips

The project site has several buildings currently occupied by the Roland's of California Wholesale Floral Supply and EMS Companies. These existing buildings will be demolished once the project is completed and will lead to a reduction of trips from the existing baseline conditions. Therefore, the trips associated with the existing buildings were subtracted from the proposed project trips to identify the net new trip generation. The existing trips were generated from traffic counts that were collected at the existing driveways. Under existing conditions, the site generates 44 am peak hour trips and 29 pm peak hour trips; and 135 daily trips. These represent passenger car equivalents (PCEs) where trips associated with truck intensive uses are typically evaluated by converting truck trips to PCEs. Truck trips were converted to PCEs using conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks.

Proposed Project

The San Bernardino County Congestion Management Program (CMP) Traffic Impact Analysis Guidelines (2016) outline the requirements for a traffic impact analysis based on the forecasted trip generation of a project. In general, 50 two-way peak hour trips represent the minimum number of trips at which a

typical intersection would have the potential to be substantively impacted by a given development project. This “50 peak hour trip” criterion is consistent with the Traffic Impact Analysis methodology utilized by the County of San Bernardino. The proposed project is anticipated to generate 41 trips in the a.m. peak hour, 47 trips in the p.m. peak hour, and 414 daily trips which translate to 54 PCE trips during the a.m. peak hour, 63 PCE trips during the p.m. peak hour, and 544 daily PCE trips.

Net New Project Trip Generation

Because the existing buildings will be demolished and replaced with three new warehouse buildings, existing trips were subtracted from the proposed project trip generation to obtain the net new trip generation. Table 39, *Project Trip Generation Summary*, shows the total net new trips at the project site. As shown in Table 39, the project is anticipated to generate 10 net new a.m. peak hour PCE trips, 34 net new p.m. peak hour PCE trips, and 409 net new daily PCE trips.

Table 39
Project Trip Generation Summary

Land Use	Am Peak Hour			Pm Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<i>Proposed Warehouse</i>							
Passenger Cars	24	8	32	9	27	36	328
Total Truck PCEs	12	10	22	5	22	27	216
Total PCEs	36	18	54	14	49	63	544
<i>Existing Facilities</i>							
Passenger Cars	18	16	34	14	15	29	122
Total Truck PCEs	5	5	10	0	0	0	13
Total PCEs	23	21	44	14	15	29	135
New Net Trip Generation	13	-3	10	0	34	34	409

Source: *Translutions, 9th Street and Vineyard Avenue Warehouse, Rancho Cucamonga, California – Trip Generation Analysis, March 2019 (revised October 2019), Table C.*

The City of Rancho Cucamonga requires a traffic study if the trip generation of a project is more than 50 trips during a peak hour. Based on the above calculations, the project is forecast to generate 10 net PCE trips during the a.m. peak hour, 34 net PCE trips during the p.m. peak hour, and 409 net daily PCE trips. Since the trip generation of the project is less than 50 trips during any peak hour, no additional traffic impact analysis is required, and project impacts are anticipated to be less than significant.

17(b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
Determination: Less Than Significant Impact.

CEQA Guidelines Section 15064.3(b) sets forth the criteria for analyzing transportation impacts. Specifically, this section of the Guidelines focuses on land use projects and associated vehicle miles traveled. Subsection (b)(4) describes a lead agency’s discretion in choosing the most appropriate methodology to evaluate a project’s vehicle miles traveled.

For the project site, due to its location within an area of the City that is largely developed with a mix of residential, commercial and warehouse uses, as well as anticipated additional warehouse uses that would be developed on currently vacant land south of the project site, and the vehicle mix shown in

Table 39, the City determined that daily vehicle trips associated with the site's new warehouse uses would be minimal and that no further traffic study was required. Most trips are associated with employees that were assumed to live locally or delivery vehicles that would stop at the site along a daily route. The remaining daily vehicles are associated with the larger trucks that would pick up a load at the warehouse and could travel out of the region. Therefore, the vehicle miles traveled associated with this project would have a less than significant on the transportation system.

- 17(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Determination: Less Than Significant with Mitigation Incorporated.**

The project is in an area that is mostly developed. The project will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site. The project design does not include any sharp curves or dangerous intersections or farming uses.

The intersection of 9th Street & Vineyard Avenue, the intersection closest to the Project, was studied for eastbound right turn movements (Translutions, June 6, 2019). Currently, the curb and gutter on the southwest side of the intersection makes a sharp 90 degree turn, and is not consistent with the gentle, rounded curb and gutter that exists on the other points of the intersection. The report noted that this non-consistent intersection geometry also appears at several other intersections, including the intersection of Foothill Boulevard & Vineyard Avenue, an intersection of two major streets.

Translutions also evaluated accident data at the intersection of 9th and Vineyard. Based on the Transportation Injury Mapping System (TIMS), between January 2012 and December 2017, there have been three accidents in the vicinity of the intersection. None of the accidents involved trucks. During the same timeframe, the intersection of Foothill Boulevard and Vineyard Avenue had 5 accidents, and there too, none of the accidents involved trucks.

The Translutions report identified that under existing conditions, it may be difficult for large trucks to make the eastbound right turn. The report also identified a number of measures that could be undertaken for trucks to make the right turn more efficiently. These recommendations are incorporated as **Mitigation Measures TRAF-1** through **TRAF-3**. Mitigation measures are located at the end of this section.

- 17(d) Result in inadequate emergency access? **Determination: Less Than Significant with Mitigation Incorporated.**

As described in the General Plan Program EIR, Transportation Section, the plan check and building permit process by the Rancho Cucamonga Fire District includes review of access for emergency vehicles, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. In addition, the project site is in an existing developed area of the City where roadways already exist, so no new roadways are required. The City's Standard Condition of Approval SC 4.16-4 applies to the proposed project regarding emergency access. This condition is identified in the Mitigation Measures section in Section 9, *Hazards and Hazardous Materials*, as **Mitigation Measure HAZ-3**. Therefore, with implementation of **Mitigation Measure HAZ-3**, the project would not result in inadequate emergency access.

MITIGATION MEASURES

The net new trips generated by the proposed project would be minimal and no significant impact were identified. However, Mitigation Measures have been identified to alleviate the inconsistent geometry of the intersection:

TRAF-1 Prior to occupancy of the first building, the westbound receiving lane shall be widened to include the existing left turn lane.

TRAF-2 Prior to occupancy of the first building, the eastbound approach of the intersection shall be restriped to provide one eastbound through-left turn lane and a dedicated right turn lane.

TRAF-3 Prior to occupancy of the first building, the applicant shall install signage that restricts trucks from turning right. A combination of R3-1 and R20D-2 (CA) with restrictions on 4 or more axles is recommended.

IMPACT CONCLUSION

The Project impacts will be less than significant with the incorporation of **HAZ-3** and **TRAF-1 through TRAF-3** mitigation measures. The project is responsible for the payment of traffic impact fees.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES: <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 the cultural value to a California Native American tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or		✓		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

DISCUSSION

18(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? **Determination: Less Than Significant with Mitigation Incorporated.**

The project site is not listed or eligible for listing as an historical resource as defined in Public Resources Code Section 5020.1(k). The code section is specific to a “local register of historical resources”, meaning a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

As discussed in Section 5, Cultural Resources, the findings the project’s Cultural Resources Memo, are that none of the buildings on site have previously been listed on the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP), nor have they been listed as Rancho Cucamonga Landmarks, as defined in the Rancho Cucamonga Historic Preservation Ordinance (Section 2.24.050). As a result of the findings, none of the resources are recommended as potential CEQA historical resources.

In addition, the research completed for the Cultural Resources memo included a literature search at the South Central Coastal Information Center, as well as a request to the California Native American Heritage Commission for a search of its Sacred Lands file. No historic resources were identified through these searches, and a review to determine the eligibility of the eight historic-era buildings at the project site was completed and no buildings were recommended for listing under architectural or archaeological

criteria. However, negative findings do not preclude historical resources from being uncovered during grading/construction activities. See 18(b) below specifically regarding Tribal Cultural Resources that may be considered historic if uncovered during construction, and mitigation measures provided by the Gabrieleño Band of Mission Indians–Kizh Nation. Measures include monitoring during construction as well as steps to be taken should unknown resources be discovered. These measures have been provided by the Gabrieleño Band of Mission Indians–Kizh Nation for this project and other development projects in the City of Rancho Cucamonga and adjacent cities within the Tribe’s ancestral lands. Therefore, with implementation of measures for the monitoring and recovery of any unknown buried historical resources, impacts would be less than significant.

18(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? **Determination: Less Than Significant with Mitigation Incorporated.**

In compliance with Assembly Bill (AB) 52, when a lead agency prepares a Mitigated Negative Declaration or an Environmental Impact Report (EIR) it must also conduct Tribal Consultation. This section specifically addresses Tribal Cultural Resources as required under CEQA Section 21074 as follows:

- (a) “Tribal cultural resources” are either of the following:
 - (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k).
 - (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1(c). In applying the criteria set forth in Section 5024.1(c) for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- (c) A historical resource described in CEQA Section 21084.1, a unique archaeological resource as defined in CEQA Section 21083.2(g), or a “nonunique archaeological resource” as defined in CEQA Section 21083.2(h) may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

CEQA Section 21080.3.1(b) requires that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin

consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if:

- (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe; and
- (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. When responding to the lead agency, the California Native American tribe shall designate a lead contact person. If the California Native American tribe does not designate a lead contact person, or designates multiple lead contact people, the lead agency shall defer to the individual listed on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004. For purposes of this section and Section 21080.3.2, "consultation" shall have the same meaning as provided in Section 65352.4 of the Government Code.

Consultation

On October 1, 2019, the City of Rancho Cucamonga sent a request for consultation to the tribal representatives who have indicated that they wish to receive such requests per AB 52. To date, one tribe, the Gabrieleño Band of Mission Indians–Kizh Nation has responded and requested formal consultation. That meeting occurred on November 2, 2019 in the form of a conference call.. The representative of the Tribe provided relevant information (copies of maps and text) regarding their traditional ancestral territory within the area that now constitutes Rancho Cucamonga and surrounding cities.

As a follow up to the conference call, the Tribal representative provided the following information:

The 8768 E 9th St. 1938 map indicates the project location within the Village of Cucamonga. All of our mainland villages (sans our island villages) overlapped each other to help facilitate the movement of tribal cultural resources throughout the landscape and also to our sister tribes outside of our traditional ancestral territory. Village use areas were usually shared between village areas and were commonly used by two or more adjoining villages depending on the type, quantity, quality, and availability of natural resources in the area. Therefore, human activity can be pronounced within the shared use areas due to the combined use by multiple villages and TCR's may be present in the soil layers from the thousands of years of human activity within that landscape.

The 8768 E 9th St. 1901 map and the 8768 E 9th St. 1898 map shows the project's close proximity to a railroad that existed north of this project location. All railroads were placed on top of our Tribe's traditional trade routes because when the first railroad planners came out west, the topography was too varied to place the rail lines just anyplace, so they chose the paths of least resistance that already existed which were our traditional trade routes that were flattened by human travel over thousands of years of use.

The 8768 E 9th St. 1938 and the 8768 E 9th St. 1881 map shows the many trade routes around the project area. Trade routes were heavily used by our Tribe for movement of trade items, visiting of family, going to ceremony, accessing recreation areas, and accessing foraging areas.

Within and around these routes contained seasonal or permanent ramadas or trade depots, seasonal and permanent habitation areas, and often still contain isolated burials and cremations from folks who died along the trail. These isolated burials are not associated with a village community burial site or ceremonial burial site, rather the location is simply where the person died and was buried where they died. Therefore, isolated burials are more concentrated and likely to occur in proximity to our trade routes, especially the major trade routes. Trade routes are considered “cultural landscapes”, as stated in section 21074 (a) because the landscapes will house the objects, therefore, both cultural landscapes and cultural objects are protected under AB52 as a tribal cultural resource.

The 8768 E 9th St. 1988 map indicates the hydrography or waterways that exist around the project area, most notably Cucamonga Creek. All water sources were used by our Tribe for life sustenance as well as travel and movement of trade items. Along these watercourses and water bodies occurred seasonal or permanent hamlets, seasonal or permanent trade depots, ceremonial and religious prayer sites, and burials and cremation sites of our ancestors. These activities occurred around water, both inland and coastal, because these water areas create unique habitats and riparian corridors that provide an abundance of food and medicine resources along with aesthetically peaceful areas with running water, shade trees, and shelter. Larger water bodies were high attractants for human activity and the banks and shores of these water bodies have a higher than average potential for encountering Tribal Cultural Resources of artifacts and human remains during ground disturbing activities. Waterways are a “cultural landscape”, as stated in section 21074. (a) and are protected under AB52 as a tribal cultural resource.

Due to the project site being located within and around a sacred village (Cucamonga), adjacent to sacred water courses (Cucamonga Creek), and major traditional trade routes, there is a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes. Therefore, to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities, attached is the mitigation language approved by our Tribal Government for use with this project.

Because the Gabrieleño Band of Mission Indians–Kizh Nation has provided information on their ancestral occupation of the area within a mile of the 9th and Vineyard project site, and indicated that Tribal Cultural Resources may be present in the soil layers from the thousands of years of human activity within that landscape, **Mitigation Measures TCR-1 through TCR-7** were identified to be implemented during grading and construction of the project site. With implementation of these measures, impacts on Tribal Cultural Resources would be less than significant.

MITIGATION MEASURES

TCR-1 *Retain a Native American Monitor/Consultant:* The project applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement

removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

TCR-2 *Unanticipated Discovery of Tribal Cultural and Archaeological Resources:* Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. 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, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

TCR-3 *Unanticipated Discovery of Human Remains and Associated Funerary Objects:* Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

TCR-4 *Resource Assessment & Continuation of Work Protocol:* Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains

are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TCR-5 *Kizh-Gabrieleno Procedures for burials and funerary remains:* If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

TCR-6 *Treatment Measures:* Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-7 *Professional Standards:* 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 must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of 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.

IMPACT CONCLUSION

Tribal Consultation between the City and the Gabrieleno Band of Mission Indians – Kizh Nation has been completed, and implementation of Mitigation Measures TCR-1 through TCR-6 would ensure that impacts associated with the development of the project site would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS: <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electrical 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 statutes and regulations related to solid waste?			✓	

DISCUSSION

19(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electrical power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Determination: Less Than Significant Impact.

Sewer and Wastewater Treatment

The project site is served by the CVWD sewer system located in 9th Street. Wastewater is conveyed to and treated at the Inland Empire Utilities Agency RP-1 and RP-4 treatment plants. The RP-1 capacity is sufficient to handle the additional development within the western and southern areas of the City, including the proposed project. The proposed project is the removal of residential and nonresidential land uses from the site and replacing them with three warehouses that include some office space. Warehouses of this type generally employ a small number of people. The applicant has estimated that between the three buildings, there could be 20 to 40 employees on site during the workday. Wastewater would be generated from sinks and toilets, as generally there are no showers or laundry facilities associated with typical warehouses uses. Therefore, the project architect has indicated that wastewater generation at the project site would be similar to the generation of the residential and non-residential uses that until recently, occupied the project site. RP-4 treatment plant has a potential

ultimate capacity of 28 mgd which is considered to have more than adequate capacity to treat all increases in wastewater generation for buildout of the General Plan. The project is required to meet the requirements of the Santa Ana Regional Water Quality Control Board regarding wastewater. Therefore, impacts to sewer and wastewater treatment would be less than significant.

Water Supply

The proposed project is not expected to use large quantities of water as the site is being developed as a warehouse rather than a manufacturing facility. The project will likely employ 20 to 40 employees during the workday, between the three warehouses. Water facilities will likely be limited to bathrooms and a kitchen; plus irrigation for drought-tolerant landscaping. Therefore, the proposed project would not require substantial amounts of water requiring the expansion of existing water facilities. According to the architect's calculations, the proposed project's water demand would be 20,774 gallons per day based on a design value of 1,700 gallons per day/acre for an industrial application. The majority of this demand is for irrigation. Using an average of 300 gallons per day for a typical household of 3, water usage at the project site would equate to approximately 70 residences. Therefore, this impact would be less than significant.

Storm Water

A Preliminary Drainage Report was prepared for the proposed project (Appendix K) that describes existing and proposed site conditions. Under existing conditions, the site is approximately 80 percent developed with impervious surfaces (pavement, rooftops) and 20 percent pervious (landscape, bare ground). The site is developed with nine free standing buildings, asphalt pavement, curb and gutter, and miscellaneous utilities.

The project site generally flows from the northwest corner to the southeast corner. Existing offsite flows from a residential subdivision discharge onto the project site. The commingle overland flows exit the site onto 9th Street or infiltrate on the property. Existing flows are collected via existing curb inlets and ultimately flow into the Cucamonga Creek channel under controlled conditions.

Under proposed conditions, stormwater generated by the proposed project will be a combination of sheet flow (captured by inlets) and pipe flow. The site plan shows that underground infiltration basins will be developed along the east side of the project site adjacent to the Cucamonga Creek channel. These basins will be connected to a proposed underground storm drain system that will convey flows from the basins to the existing 66" storm drain located in 9th Street. According to the Drainage Study, the storm drain in 9th Street has capacity to accept drainage from the project site, as the site is already developed so the proposed flows do not necessarily represent new flows. Therefore, impacts on the existing storm drain system would be less than significant.

Electricity, Natural Gas and Telecommunications

These dry utilities exist in the vicinity and currently connect to the site to serve the past uses of the site. The applicant has been in contact with Southern California Edison (electrical service), Southern California Gas Company (natural gas service), and Frontier Communications (phone and internet service) and received "will serve" letters from these utility purveyors, indicating that the site can be served. Therefore, there would be no impact.

The applicant has received “will serve” letters from these utility purveyors. Therefore, there would be no impact.

- 19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? **Determination: Less Than Significant Impact.**

According to CVWD, approximately 35 percent of the City's water is currently provided from water supplies coming from the underlying Chino and Cucamonga Groundwater Basins. CVWD complies with its prescriptive water rights as managed by the Chino Basin Watermaster and will not deplete the local groundwater resource. The proposed project does not include development of an on-site well and will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground according to General Plan Figure RC-3, *Water Resources*. These facilities are all located north of the project site in the washes associated with creeks including Cucamonga Creek, Day Creek and Etiwanda Creek. Development of the site will require the grading and excavation, but would not affect the existing aquifer, estimated to be about 300 to 470 feet below the ground surface. As noted in the General Plan Program EIR (Section 4.9), continued development citywide will increase water needs but will not be a significant impact. CVWD has plans to meet this increased need to the year 2035, according to CVWD's 2015 Urban Water Management Plan (UWMP) adopted in June 2016. Therefore, impacts on groundwater supplies associated with implementation of the proposed project would be less than significant.

- 19(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? **Determination: Less Than Significant Impact.**

See response to 19(a) above.

- 19(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? **Determination: Less Than Significant Impact.**

Solid waste disposal will be provided by the current City contracted hauler who disposes the refuse at a permitted landfill with sufficient capacity to handle the City's solid waste disposal needs. The end users of the three warehouses is unknown at this time, however, warehousing is not a large generator of solid waste. The generation of solid waste would be limited to typical office, breakroom and bathroom trash; and greenwaste from landscape maintenance. There may be additional cardboard and other paper products associated with breaking up larger packing boxes. New tenants would be required to recycle per the City's requirements and greenwaste would be sent to a composting facility.

The City's contract hauler is Burrtec Waste Industries, with headquarters in the City of Fontana. Burrtec owns and operates the West Valley Transfer Station and Materials Recovery Facility (TS/MRF), located at 13373 Napa Street in the City of Fontana, approximately 5.5 miles east of the project site. At this location, waste haul trucks coming from the City of Rancho Cucamonga and other cities served by Burrtec, transfer their loads to a larger transfer trailer. Once full the trailer is hauled to a landfill. It is unknown whether, on a daily basis the transfer trailer is hauled to the Mid Valley Landfill (2390 N. Alder Avenue) in Rialto, approximately 5.5 miles northeast of the TS/MRF, or another landfill such as El Sobrante (10910 Dawson Canyon Road), located approximately 20 miles southwest of the TS/MRF (personal communication with Gary Koontz, Facilities Manager, Burrtec Waste Industries October 21,

2019). However, because the City of Rancho Cucamonga is in the County of San Bernardino, and the nearest County landfill is the Mid Valley Landfill; this is the logical landfill for disposal of solid waste from the City of Rancho Cucamonga. The landfill accepts municipal solid waste, construction and demolition (C&D) waste, industrial waste, tires; and also includes a chip and grind facility with a composting component. Under County's current permit with CalRecycle (36-AA-0055) the Mid Valley Landfill has capacity through 2033.

The State also requires that recycling occur during both construction and operation of a project.

Construction

California Green Building Standards Code

For construction the applicant must prepare a construction Waste Management Plan per California Green Building Standards Code Section 5.408.1.1. The Plan shall:

- Identify the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale.
- Determine if construction and demolition waste materials will be sorted on-site (source-separated) or bulk mixed (single stream).
- Identify diversion facilities where construction and demolition waste material collected will be taken.
- Specify that the amount of construction and demolition waste materials diverted shall be calculated by weight or volume, but not by both.

Section 5.408.1.2 goes on to state that the applicant shall utilize a waste management company that can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill complies with this section. However, a note in this section also states that the owner or contractor shall make the determination if the construction and demolition waste material will be diverted by a waste management company. In either case, verifiable documentation must be provided to the City.

Rancho Cucamonga Municipal Code

The City Municipal Code Section 8.19.030 requires that construction and demolition contractors meet certain diversion requirements as follows:

- A. All construction and demolition projects are required to divert a minimum of 65% of the tonnage generated as a result of the project from the landfill. Separate calculations and reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.
- B. Every structure planned for demolition shall be made available for deconstruction, salvage and recovery prior to demolition. It shall be the responsibility of the owner, the general contractor and all subcontractors to recover the maximum feasible amount of salvageable designated recyclable and reusable materials prior to demolition. Recovered and salvaged

designated recyclable and reusable materials from the deconstruction phase shall qualify to be counted in meeting the diversion requirements of this chapter. Recovered or salvaged materials may be given or sold on the premises or may be removed to reuse warehouse facilities for storage or sale. (Ord. No. 941 Section 2, 2018)

The City Municipal Code Section 8.19.040 also requires an applicant to prepare a Waste Management and Recycling Plan as follows

- A. Except as otherwise specified in this chapter, each person who applies for a building or demolition permit pursuant to chapter 17.010 shall complete a “waste management and recycling plan” document to be issued by the engineering services department. Except as otherwise specified in this chapter, no building or demolition permit shall be issued unless the “waste management and recycling plan” has been submitted by the applicant and approved by the engineering services department. Any changes to the approved plan must be brought to the attention of the engineering services department for review and approval prior to commencing work.
- B. The Engineering Services Department director is authorized to create guidelines setting forth the information to be included in the “waste management plan,” as well as the form thereof. At a minimum, the “waste management plan” shall delineate all of the following:
 1. The C&D waste to be generated by the project.
 2. The square footage of the proposed project.
 3. The estimated weight of the C&D waste to be generated by the project, listed by material types.
 4. The estimated weight of the C&D waste to be generated by the project to be diverted, listed by material types.
 5. The certified recycling or material recovery facility or facilities to which C&D waste will be taken, listed by material types.
 6. The estimated weight of the C&D waste that will be landfilled. (Ord. No. 941 § 2, 2018)

Operation

In order to assist the City of Rancho Cucamonga and the County of San Bernardino in achieving the State’s mandated goals for solid waste diversion from landfills, during operation the site operator will be required to do the following:

- Provide separate bins on-site for separation of recyclable materials from refuse.
- Provide adequate areas for collecting and loading recyclable materials where solid waste is collected.
- The collection areas will be shown on construction drawings and be in place before occupancy permits are issued.

The implementation of these requirements would reduce the amount of solid waste generated by the project and diverted from landfills, which in turn will aid in the extension of the life of affected landfills. The applicant would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

19(e) Comply with Federal, State, and local statutes and regulations related to solid waste?
Determination: Less Than Significant Impact.

This project will comply with federal, State, and local statutes and regulations regarding solid waste. The City of Rancho Cucamonga continues to implement waste reduction procedures consistent with AB 939. Therefore, a less than significant impact is anticipated.

MITIGATION MEASURES

Compliance with the utility provider requirements and the City's requirements for recycling and solid waste diversion are adequate, and no additional Mitigation Measures are required.

IMPACT CONCLUSION

Redevelopment of the project site from residential and non-residential uses to warehousing and adhering to the latest requirements in order to receive service will ensure that the proposed project would have a less than significant impact on Utilities and Service Systems.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE: <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:</i>				
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

20(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
Determination: Less Than Significant with Mitigation Incorporated.

The City's Emergency Management Division is responsible for maintaining and updating the City's emergency plans, which includes evacuation plans. In addition, the Rancho Cucamonga Fire Protection District requires a Fire Protection Plan for all development within hazardous fire areas; although the project site is not located within a hazardous fire area.

The City's Local Hazard Mitigation Plan identified the south west part of the City as a Focus Area for change either because there are still undeveloped properties or because residential neighborhoods are moving closer to existing light industrial and warehouse uses. Therefore, it is important that existing roadways and emergency routes are maintained in support of emergency vehicles and that the proposed project provide adequate site access for emergency vehicles. The project site will have two points of ingress/egress from 9th Street.

As described in the General Plan Program EIR, Transportation Section, the plan check and building permit process by the Rancho Cucamonga Fire District includes review of access for emergency vehicles, in accordance with the California Fire Code. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. In addition, the project site is in an existing developed area of the City where roadways already exist, so no new roadways are required. Standard Condition of Approval SC 4.16-4 applies to the proposed project regarding emergency access to ensure project

impacts would be less than significant. This condition is identified in the Mitigation Measures section in Section 9, *Hazards and Hazardous Materials*, as **Mitigation Measure HAZ-3**.

- 20(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? **Determination: Less Than Significant Impact.**

The project site is located in an urbanized area of the City of Rancho Cucamonga that is generally flat to gently sloping. Although the project site, like the rest of the City experiences high winds during Santa Ana conditions, it is not located within a designated wildfire hazard area (per General Plan Figure PS-1, *Fire Hazard Severity Zones*), including a California Division of Forestry (CAL FIRE) State Responsibility Area, that is generally located north of the SR-210 Freeway near the foothills of the San Gabriel Mountains (see Figure 1). Therefore, this impact would be less than significant.

- 20(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? **Determination: Less Than Significant Impact.**

The project site is located in an urbanized area of the City of Rancho Cucamonga where all dry and wet utilities are available to connect to new on-site infrastructure. In addition, the project site is currently developed with residential and non-residential uses that are provided with these utilities. The site is currently accessible to 9th Street. The proposed project must comply with all applicable Fire Department requirements for construction and operation of warehouse buildings, including adequate fire suppression, site access and emergency evacuation planning. Therefore, this impact would be less than significant.

- 20(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? **Determination: Less Than Significant Impact.**

The project site is located in an urbanized area of the City of Rancho Cucamonga that is generally flat to gently sloping and is not located within a designated wildfire hazard area.

The project's Preliminary Drainage Report (Appendix K) characterizes the project site as a moderately flat site based on the regional topography sloping from the northwest to the southeast. The project site is part of a larger drainage area tributary to the San Bernardino County Flood Control District Cucamonga Creek, which is located along the eastern edge of the project site. The Cucamonga Creek ultimately discharges into the Prado Dam.

The project site is covered by Map Number 06071C8630J of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Bernardino County, California and Incorporated Areas. The City of Rancho Cucamonga, community number 060671, is included in this FIRM. A portion of the project site is within a FEMA-mapped flood hazard area: the 0.2 percent Annual Chance Flood Hazard, Areas of 1 percent annual chance flood with average depth less than one foot or within drainage areas of less than one square mile. The remainder of the project is within the Minimum Hazard Area - 500-year floodplain (Area Outside of 0.2 percent Annual Chance of Flood Hazard), which is an area of minimal flooding. The effective FEMA map is dated February 18, 2015 (per Rancho Cucamonga General Plan, Figure PS-5, Flood Hazard Zones).

In addition, the City's General Plan Public Health and Safety Element Figure PS-5 shows that the eastern portion of the project site is in a Moderate Flood Hazard Area (500-year flood plain) but that it is protected by a levee (the concrete walls of the flood channel). The proposed project includes the development of a perimeter wall around the property that would further protect the site from flooding associated with the Cucamonga Creek channel. Therefore, this impact, including the risk release of pollutants due to project inundation would be less than significant and no mitigation is required.

MITIGATION MEASURES

See **HAZ-3** in Section 9, *Hazards and Hazardous Materials*, regarding emergency response planning.

IMPACT CONCLUSION

The project site is currently developed with a mix of residential and non-residential uses and is located in an urbanized area of the City of Rancho Cucamonga where all dry and wet utilities are available to connect to new on-site infrastructure. The site is currently accessible to 9th Street. The project site is not located in a wildfire hazard area and, as described in Section 10, *Hydrology and Water Quality*, will be protected from the 500-year flood associated with the Cucamonga Creek channel, by a solid wall. Therefore, impacts associated with wildfire and flooding would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE: Does the project:				
a) 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) 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) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

DISCUSSION

21(a) 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? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Regarding Biological Resources, the general Biological Resources Assessment prepared for the project concluded that there is a potential for project construction to adversely affect nesting birds. Therefore, to avoid impacts to nesting birds (common and special status) during nesting season, Mitigation Measure BIO-1 to conduct preconstruction surveys and, if nesting birds are found, to provide appropriate "no work" buffers around the nesting area. In addition, the Arborist's Report identified 15 trees on-site that are considered Heritage trees. Mitigation Measure BIO-2 to establish a Tree Protection Zone (TPZ) around these trees to prevent adverse impacts during construction.

Regarding Cultural Resources, the project Archaeologist identified Mitigation Measure CR-1 so that prior to issuance of a grading permit, a Cultural Resources monitoring plan must be submitted to the City for review and approval and implemented during ground disturbing activities. Mitigation Measure CR-2 was also identified to address the inadvertent uncovering of archaeological resources during ground

disturbing activities. Finally, Mitigation Measure CR-3 was identified for the inadvertent discovery of human remains on site.

Specifically regarding Tribal Cultural Resources, the Gabrieleño Band of Mission Indians–Kizh Nation provided information on their ancestral occupation of the area within a mile of the 9th and Vineyard project site, and indicated that Tribal Cultural Resources may be present in the soil layers from the thousands of years of human activity within that landscape. **Mitigation Measures TCR-1 through TCR-7** were provided by the Gabrieleño Band of Mission Indians–Kizh Nation to be implemented during grading and construction of the project site. These measures are incorporated into the Tribal Cultural Resources section of the Initial Study and shall be implemented during grading and construction of the project site.

Implementation of these mitigation measures will ensure that potentially significant impacts to Biological and Cultural Resources would be less than significant.

21(b) 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)? **Determination: Less than Significant with Mitigation Incorporated.**

Upon approval of the proposed project, the applicant will be required to develop the site in accordance with the City of Rancho Cucamonga General Plan and Municipal Code. The 2010 General Plan was adopted along with the certification of a Program FEIR, Findings of Fact, and a Statement of Overriding Considerations for significant adverse environmental effects of build-out in the City and Sphere-of-Influence. The City made findings that adoption of the General Plan would result in significant adverse effects to Aesthetics, Agriculture and Forest Resources, Air Quality, Climate Change and Mineral Resources. Mitigation measures were adopted for each of these resources; however, they would not reduce impacts to less-than-significant levels. As such, the City adopted a Statement of Overriding Considerations balancing the benefits of development under the General Plan Update against the significant unavoidable adverse impacts (CEQA Guidelines Section 15092 and 15096(h)). These benefits include less overall traffic volumes by developing mixed-use projects that will be pedestrian friendly and conservation of valuable natural open space. The project site is located in an area of the City that includes a mix of multi-family and industrial uses (predominantly warehouse and light industrial uses). With these findings and the Statement of Overriding Considerations, no further discussion or evaluation of cumulative impacts is required.

21(c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Development of the site under the existing General Plan Land Use designation of General Industrial would not cause substantial adverse effects on human beings, either directly or indirectly as set forth in Sections 1 through 20 of this Initial Study. Proposed mitigation measures for Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise would reduce potentially significant impacts to less than significant levels. Additionally, emissions of criteria pollutants during construction activities would be less than significant with contractor compliance with SCAQMD requirements for fugitive dust control and equipment/vehicle engine idling. The Initial Study also identified potentially significant impacts associated with the

exposure of people to increased noise levels. Mitigation measures contained in this Initial Study will ensure impacts are at less-than-significant levels.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier PEIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses were utilized in completing this Initial Study and are available for review in the City of Rancho Cucamonga, Planning Division offices, 10500 Civic Center Drive (check all that apply):

- General Plan FPEIR
(SCH#2000061027, Certified May 19, 2010)
- General Plan FPEIR
(SCH#2000061027, Certified October 17, 2001)

OTHER REFERENCES

AEI Consultants, October 2019, *Phase I Environmental Site Assessment, Property Information 8758 – 8798 and 8810 East 9th Street, Rancho Cucamonga, San Bernardino County, California, 91730*

ASM Affiliates, October 2019, Revised Due Diligence Cultural Resources Identification for the 9th and Vineyard Center, Scheme 9, City of Rancho Cucamonga, San Bernardino County, California

Begley, Dan, March 2019, Certified Arborist Report

Burrtec Waste Industries, October 21, 2019, *personal communication with Facilities Manager*

GeoCon West, Inc, February 2019, *Geotechnical Investigation and Percolation Test Results, Warehouse Development North of East 9th Street and West of Vineyard Avenue, Rancho Cucamonga, California*

Jericho Systems, March 2019, Biological Resources Assessment, 9th and Vineyard Warehouse, APNS 0207-262-41, 0207-262-42, 0207-262-28, 0207-262-35, 0207-262-36, 207-262-46, 207-262-45. 8768 9th Street, Rancho Cucamonga, CA.

Kimley-Horn and Associates, May 2019, *Preliminary Drainage Report, Phelan Rancho Cucamonga, Rancho Cucamonga, California, 9th and Vineyard*

Kimley-Horn and Associates, April 2019, *Preliminary Water Quality Management Plan* Kimley-Horn and Associates, May 2019, *Tentative Parcel Pam No. 20124 for Phelan 9th and Vineyard*

Kimley-Horn and Associates, May 2019, Conceptual Grading and Utility Plans for *Phelan 9th and Vineyard*

Southern California Association of Governments (SCAG), May 2019, *Profile of the City of Rancho Cucamonga.*

SPLA, September 2019, *Conceptual Planting Plan, 9th and Vineyard, Rancho Cucamonga, CA*

T and T, Environmental, March 2019, *Asbestos Inspection Report*

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Air Quality Impact Analysis, City of Rancho Cucamonga

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Energy Analysis, City of Rancho Cucamonga

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Greenhouse Gas Analysis, City of Rancho Cucamonga

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Mobile Source Health Risk Assessment, City of Rancho Cucamonga

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Noise Impact Analysis, City of Rancho Cucamonga

Urban Crossroads, October 2019, 9th Street and Vineyard Avenue Warehouse, Trip Generation Memo, City of Rancho Cucamonga

Websites accessed by Initial Study section:

Aesthetics

<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

<http://www.arb.ca.gov/desig/adm/adm.htm>

Hazards and Hazardous Materials

https://www.envirostor.dtsc.ca.gov/public/report_permitted_public,

<https://www.geotracker>

<https://www.dtsc.ca.gov/dtsc-cortese-list/>

<https://www.fs.fed.us/eng/toolbox/haz/haz07b.htm>)

Land Use and Planning

<http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>

APPENDICES

Appendix A – Photometric Study

Appendix B – Air Quality Assessment

Appendix C – Health Risk Assessment

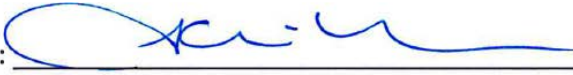
Appendix D – Biological Resources Assessment

Appendix E - Arborist Report

Appendix F – Cultural Resources Assessment
Appendix G – Energy Analysis
Appendix H – Geotechnical Analysis
Appendix I – Greenhouse Gas Emissions
Appendix J – Phase I Environmental Site Assessment (ESA)
Appendix K – Preliminary Drainage Report
Appendix L – Noise Impact Analysis
Appendix M – Trip Generation Analysis

APPLICANT CERTIFICATION

I certify that I am the applicant for the project described in this Initial Study. I acknowledge that I have read this Initial Study and the proposed mitigation measures. Further, I have revised the project plans or proposals and/or hereby agree to the proposed mitigation measures to avoid the effects or mitigate the effects to a point where clearly no significant environmental effects would occur.

Applicant's Signature:  Date: 11.26.19

Print Name and Title: Tania Chavez, Vice President

Appendix A – Photometric Study

Appendix B – Air Quality Assessment

Appendix C – Health Risk Assessment

Appendix D – Biological Resources Assessment

Appendix E - Arborist Report

Appendix F – Cultural Resources Assessment

Appendix G – Energy Analysis

Appendix H – Geotechnical Analysis

Appendix I – Greenhouse Gas Emissions

Appendix J – Phase I Environmental Site Assessment (ESA)

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Appendix L – Noise Impact Analysis

Appendix M – Trip Generation Analysis
