**DRAFT**

# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**WESTBURY RESIDENTIAL PROJECT**

**RANCHO CUCAMONGA, CALIFORNIA**

LSA

May 2020

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**DRAFT**

# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

## WESTBURY RESIDENTIAL

## RANCHO CUCAMONGA, CALIFORNIA

Submitted to:

City of Rancho Cucamonga
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Project No. STR1901

LSA

May 2020

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## FIGURES



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# LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---|---|
| AAQS | ambient air quality standards |
| AB | Assembly Bill |
| ac | acre(s) |
| AIA | Airport Influence Area |
| ALS | Advanced Life Support |
| APN | Assessor's Parcel Number |
| AQMP | Air Quality Management Plan |
| Basin | South Coast Air Basin |
| bgs | below ground surface |
| BMP | Best Management Practice |
| Burrtec | Burrtec Waste Industries, Inc. |
| CalEEMod | California Emission Estimator Model |
| CAL FIRE | California Department of Forestry and Fire Protection |
| California Register | California Register of Historical Resources |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CARI | California Aquatic Resources Inventory |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CDMG | California Division of Mines and Geology |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| $CH_4$ | methane |
| City | City of Rancho Cucamonga |
| CJUHSD | Chaffey Joint Union High School District |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |

| | |
|---|---|
| $CO_2e$ | carbon dioxide equivalent |
| County | County of San Bernardino |
| CREC | Controlled Recognized Environmental Concerns |
| CVWD | Cucamonga Valley Water District |
| dB | decibel(s) |
| dBA | A-weighted decibel(s) |
| DSF | Delhi sands flower-loving fly |
| du/ac | dwelling units per acre |
| EIR | Environmental Impact Report |
| EMS | Emergency Medical Services |
| EPA | United States Environmental Protection Agency |
| EOP | Emergency Operations Plan |
| ESA | Environmental Site Assessment |
| ESD | Etiwanda School District |
| FAR | floor-to-area ratio |
| FBOD | Foothill Boulevard Overlay District |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire Hazard Severity Zones |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| ft | foot/feet |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| gpd | gallons per day |
| GSA | Groundwater Sustainability Agency |
| GWh | gigawatt-hours |
| HCOC | hydrologic condition of concern |
| HCP | Habitat Conservation Plan |
| HFC | hydrofluorocarbons |
| HREC | Historical Recognized Environmental Concerns |
| I | Interstate |

| | |
|---|---|
| IEUA | Inland Empire Utilities Agency |
| in/sec | inch(es) per second |
| IS | Initial Study |
| KWh | kilowatt-hours |
| LACM | Natural History Museum of Los Angeles County |
| $L_{dn}$ | day-night average noise level |
| $L_{eq}$ | equivalent continuous sound level |
| LHMP | Local Hazard Mitigation Plan |
| LID | Low-Impact Development |
| LST | localized significance thresholds |
| m | meter(s) |
| MBTA | Migratory Bird Treaty Act |
| mgd | million gallons per day |
| mi | mile(s) |
| MLD | Most Likely Descendant |
| MND | Mitigated Negative Declaration |
| mpg | miles per gallon |
| mph | miles per hour |
| MRF | Materials Recovery Facility (Burrtec) |
| MRZ | Mineral Resource Zone |
| MS4 | Municipal Separate Storm Sewer System |
| MT $CO_2e$ | metric tons of carbon dioxide equivalent |
| $N_2O$ | nitrous oxide |
| NAHC | Native American Heritage Commission |
| National Register | National Register of Historic Places |
| NCCP | Natural Community Conservation Plan |
| NOI | Notice of Intent |
| $NO_X$ | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| $O_3$ | ozone |
| OPR | Governor's Office of Planning and Res |

| | |
|---|---|
| PFC | perfluorocarbons |
| $PM_{2.5}$ | particulate matter less than 2.5 microns in diameter |
| $PM_{10}$ | particulate matter less than 10 microns in diameter |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| PRD | Permit Registration Documents |
| PRIMP | Paleontological Resources Impact Mitigation Program |
| proposed Project | Westbury Residential Project |
| PWQMP | Preliminary Water Quality Management Plan |
| RCCSD | Rancho Cucamonga Community Services Department |
| RCFPD | Rancho Cucamonga Fire Protection District |
| RCM | Regulatory Compliance Measure |
| REC | Recognized Environmental Concerns |
| RHNA | Regional Housing Needs Assessment |
| RMS | root-mean-square |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SANBAG | San Bernardino Associated Governments |
| SB | Senate Bill |
| SBSD | San Bernardino Sheriff's Department |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCCIC | South Central Coastal Information Center |
| SCS | Sustainable Communities Strategy |
| sf | square foot/feet |
| $SF_6$ | sulfur hexafluoride |
| SGMA | Sustainable Groundwater Management Act |
| SLF | Sacred Lands File |
| SMARA | Surface Mining and Reclamation Act |
| SMART | Stormwater Multiple Application and Report Tracking System |
| $SO_X$ | sulfur oxides |

| | |
|---|---|
| SPT | standard penetration test |
| SR | State Route |
| STC | Sound Transmission Class |
| SWPPP | Stormwater Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| tpd | tons per day |
| USFWS | United States Fish and Wildlife Service |
| UWMP | Urban Water Management Plan |
| VdB | vibration velocity decibel(s) |
| VEC | vapor encroachment condition |
| VES | Vapor Encroachment Screen |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | vehicle miles traveled |
| VOC | volatile organic compounds |
| WDID | Waste Discharge Identification Number |
| WDRs | Waste Discharge Requirements |
| WQMP | Water Quality Management Plan |

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# 1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Westbury Residential Project (Project) near the intersection of West Foothill Boulevard and East Avenue in Rancho Cucamonga, California. Consistent with *State CEQA Guidelines* Section 15071, this IS/MND includes a description of the proposed Project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND evaluates the potential environmental impacts that may result from development of the proposed Project. The City of Rancho Cucamonga (City) is the Lead Agency under CEQA and is responsible for adoption of the IS/MND and approval of the Project.

## 1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS/MND, its assumptions, or its conclusions should be referred to:

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# 2.0 PROJECT DESCRIPTION

## 2.1 REGIONAL SETTING

The Project site is in Rancho Cucamonga, California. As shown on Figure 2.1, regional access to the Project site is provided by East Avenue (to the east of the Project site) and West Foothill Boulevard (to the south of the Project site). Interstate (I) 15 is approximately 1 mile (mi) west of the Project site. East Avenue is the eastern boundary of Rancho Cucamonga and Fontana to the east.

## 2.2 SURROUNDING LAND USES

Figure 2.2 illustrates surrounding land uses. To the north, across multiple utility easements, lies Garcia Park and single-family residential development within the Low Medium (LM) District of the Etiwanda Specific Plan (SP-E). The Etiwanda Specific Plan (SP-E) covers 3,000 acres (ac) and was adopted by the City in 1983 to preserve the heritage of a historic community and to ensure the continued rural character of this portion of the city.[1] To the south is vacant land that is approved for a 193-unit, mixed-use development within the Mixed Use (MU) District. A cellular tower and a building pad associated with a Cucamonga Valley Water District (CVWD) pumping station are also south of the Project site. To the east, across East Avenue, lies single-family development within Fontana. To the west are multiple utility easements with a City park, Garcia Park, beyond. A CVWD pumping station is along the southern property line.

The Project site is within walking distance (less than 0.25 mi) from an Omnitrans bus stop, which serves Route 66 along Foothill Boulevard. The Project site is also along the future Omnitrans West Valley Connector Bus Rapid Transit Route, which is anticipated to provide express bus service with limited stops between Pomona and Fontana.

## 2.3 EXISTING SITE CONDITIONS AND LAND USE DESIGNATIONS

The 11.44 ac Project site (Assessor's Parcel Number [APN] No. 1053-091-010-000) is zoned Community Commercial (CC) and is within the Foothill Boulevard Overlay District (FBOD). The existing General Plan land use designation is Mixed Use (0.25–1.0 floor-to-area ratio [FAR]).[2]

The Project site is currently vacant and undeveloped. Figures 2.3a and 2.3b include photographs that show the existing conditions on the Project site. The Project site is adjacent to several utility easements on the west side, which limit the developable area on the site. As shown on Figure 2.4, the 11.44 ac Project site consists of 5.74 ac of developable land that is unencumbered by easements and 5.7 ac encumbered by Southern California Gas Company and Southern California Edison easements. Of the 5.74 ac developable portion of the site, 1.84 ac would be parking and roadway uses on an existing easement.

1 City of Rancho Cucamonga. 2010a. General Plan, Managing Land Use, Community Design, and Historic Resources.

2 City of Rancho Cucamonga. 2016. General Plan Amendment DRC2015-00887.

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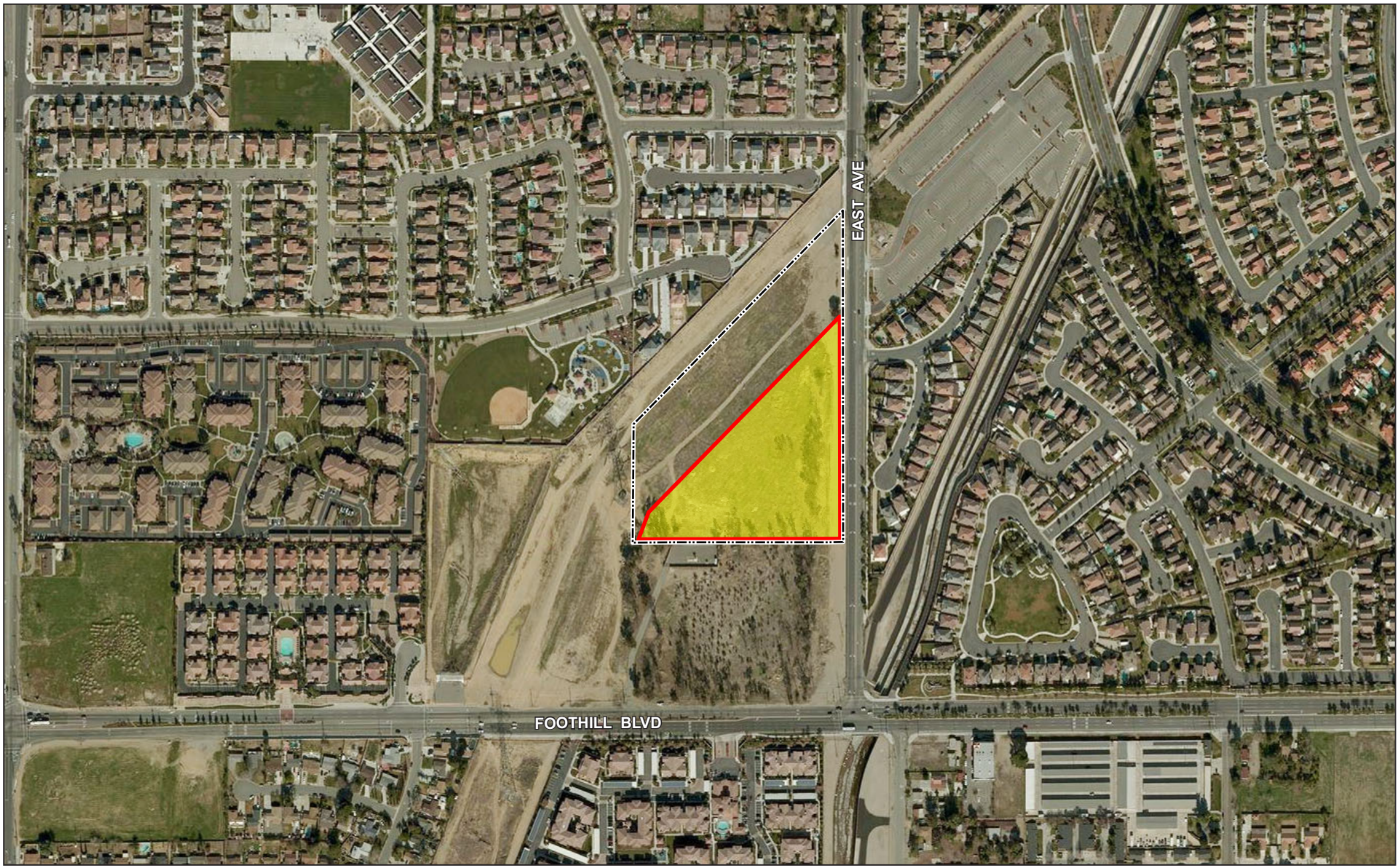


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LEGEND

Project Limits

Project Area of Development

FIGURE 2.1

N

0 250 500

FEET

SOURCE: Bing Aerial (2019)

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*Westbury Residential Project*

Project Location

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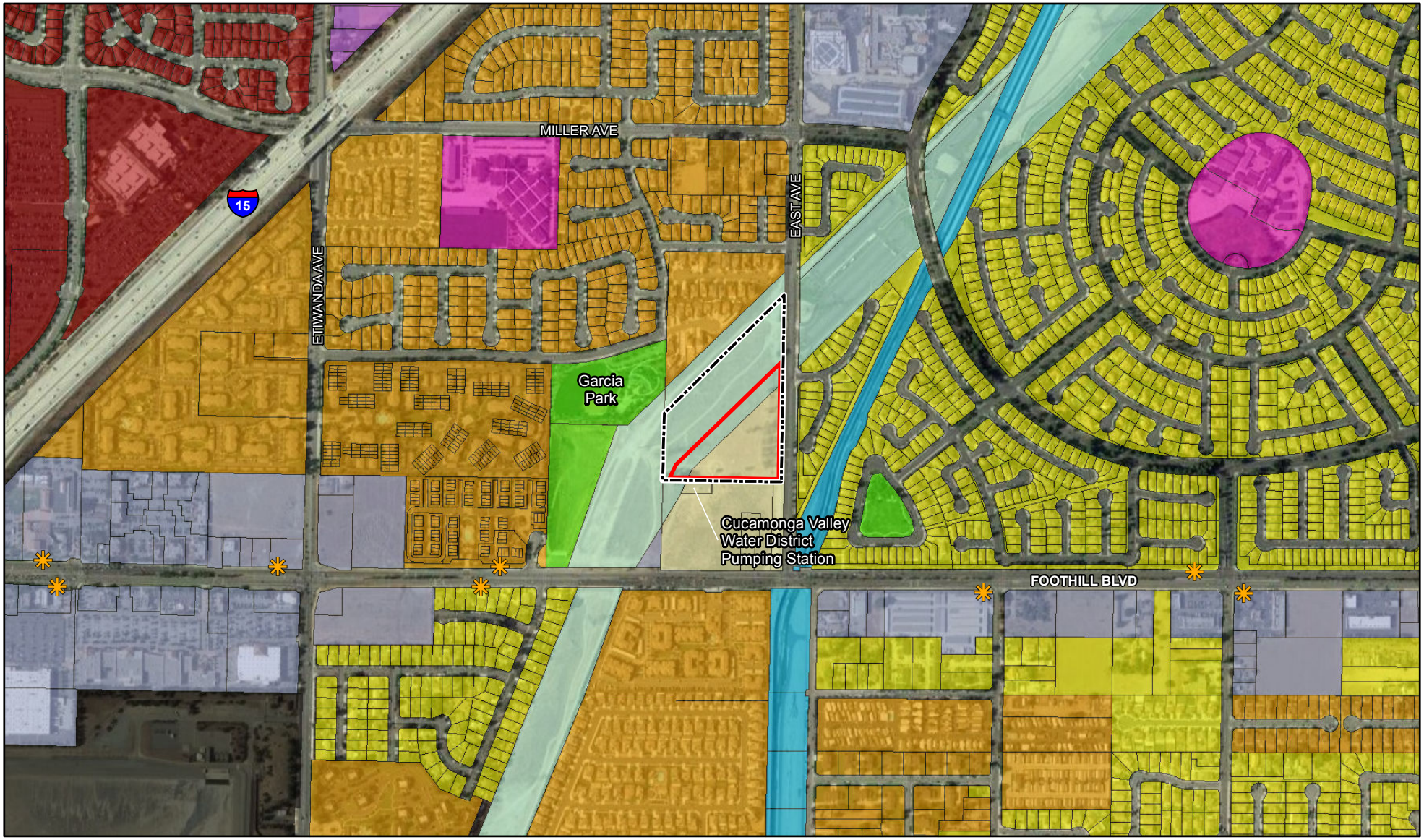


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FIGURE 2.2

LEGEND

Project Area
Project Area of Development
Omnitrans Bus Stop

Existing Land Use (SCAG)

Commercial and Services
General Office
Public Facilities
Education
Mixed Residential and Commercial
Multi-Family Residential
Single-Family Residential
Open Space and Recreation
Undevelopable or Protected Land
Utility Easement
Vacant

N

0 400 800
FEET

SOURCE: Google Maps (2018); SCAG (2012)

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*Westbury Residential Project*

Surrounding Land Uses

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1: View of Tasmanian blue gum # 3162 (nearly 100 ft. tall with 60 in. DBH) located near southwest corner of site recommended for preservation.

2: View of degraded eucalyptus windrow along East Avenue.

3: View of silver dollar gum # 3188 (35 ft. tall with 20 in. DBH) located near East Avenue.

LSA

FIGURE 2.3a

*Westbury Residential Project*

Existing Conditions

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4: View of degraded eucalyptus windrow (#3166 – #3170) in central portion of site.

5: View of silver dollar gum # 3187 in poor conditions located near East Avenue.

LSA

FIGURE 2.3b

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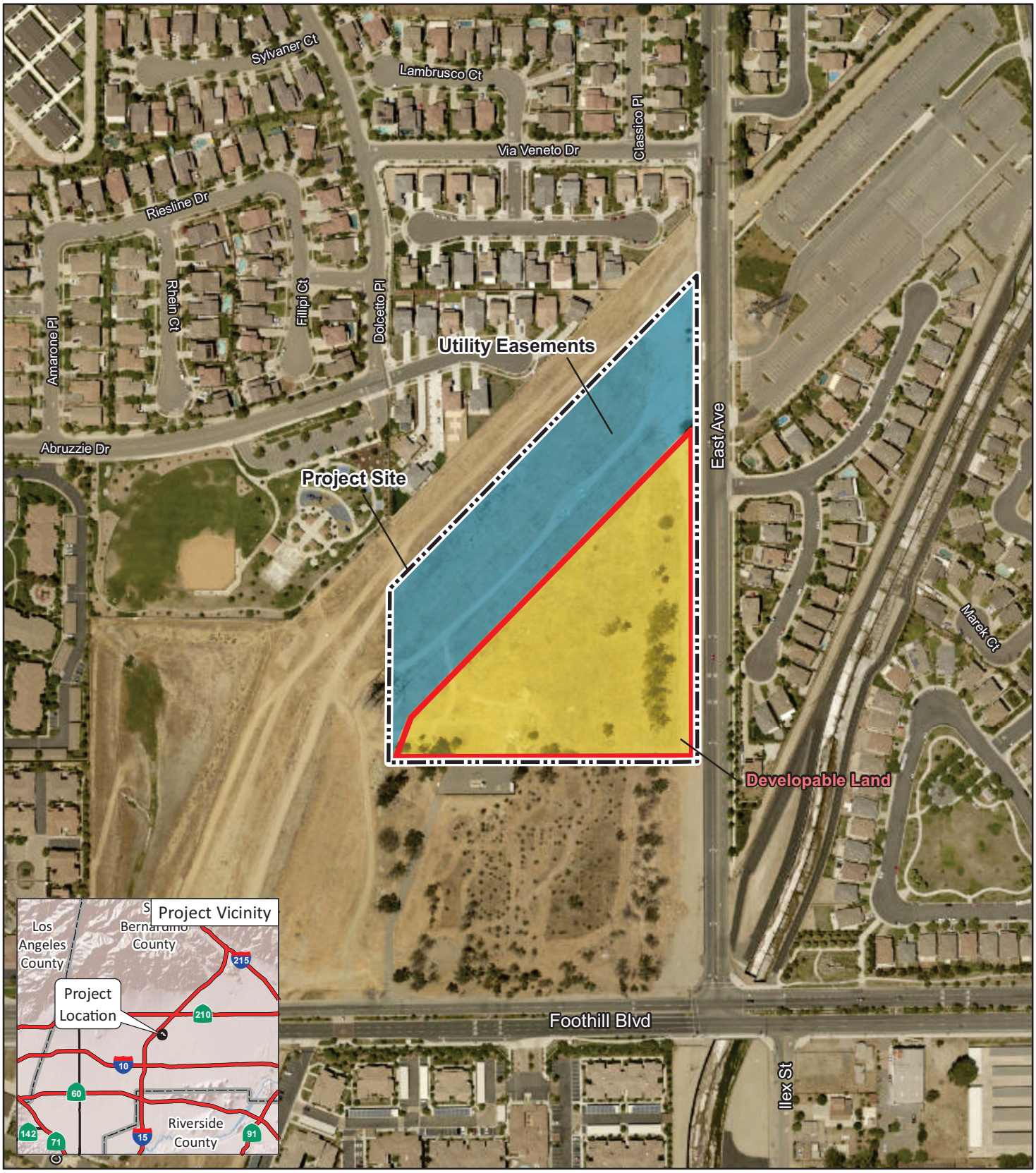


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LEGEND

Project Site: 11.44 ac

Developable Land: 5.74 ac

Utility Easements: 5.7 ac

0 150 300

FEET

SOURCE: Esri (2017)

I:\STR1901\G\Existing Easements.cdr (4/3/2020)

FIGURE 2.4

*Westbury Residential Project*

Existing Easements

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## 2.4 PROJECT SITE HISTORY

The Project site is vacant land and has not been previously developed. Adjacent areas were previously occupied by orchards, vineyards, a farmhouse, residential properties, and overhead power lines.

## 2.5 EXISTING GENERAL PLAN AND ZONING

The Project site is currently designated as Mixed Use (MU) (0.25–1.0 FAR) on the City's General Plan Land Use Map.[3] The Mixed Use land use designation is intended to allow for more intensely developed districts that combine complementary commercial, office, residential, and community uses in areas with access to transit.

The Project site is currently zoned Community Commercial (CC) and is within the FBOD. The Community Commercial (CC) zoning classification is intended to allow for commercial activities and services on a larger scale. Although the site is classified as Community Commercial (CC), the FBOD is the zoning district governing development on the site.

It should also be noted that the Low Medium (LM) District of the Etiwanda Specific Plan (SP-E) borders the western edge of the Project site. The Etiwanda Specific Plan (SP-E) covers 3,000 ac and was adopted by the City in 1983 to preserve the heritage of a historic community and to ensure the continued rural character of this portion of Rancho Cucamonga.[4]

## 2.6 PROPOSED PROJECT

### 2.6.1 Proposed General Plan and Zoning

As previously stated, the existing land use designation in the General Plan is Mixed Use (MU). The existing zoning classification is Community Commercial (CC); however, the Project site is also located within the FBOD. Both the existing General Plan land use designation and zoning classification allow for the operation of commercial uses on the property.

The proposed Project consists of a mixed-use development, which would require a Development Code Amendment and Zoning Map Amendment to change the zoning classification figures from Community Commercial (CC) to Mixed Use (MU) District. The Mixed Use (MU) District would allow for a mix of residential and nonresidential uses on the property. Table 17.26.020-1 in the Rancho Cucamonga Municipal Code also specifies site development regulations for the Mixed Use (MU) District that are intended to ensure that new mixed-use developments are compatible with nearby lower-density residential developments, as well as internal compatibility among the varying uses.

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3 The City's General Plan Land Use Designation of the Project site changed subsequent to the adoption of the 2010 Land Use Plan Map. Refer to General Plan Amendment DRC2015-0087.

4 City of Rancho Cucamonga. 2010a. General Plan, Managing Land Use, Community Design, and Historic Resources.

### 2.6.2 Development Proposal

As shown on Figure 2.5, the proposed Project involves the development of a two- and three-story mixed-use development of 131 for-rent residential units (73 one-bedroom and 58 two-bedroom units), 4 commercial-ready units (305 square feet [sf] each) that are attached to one-bedroom residential units, and a 1,592 sf commercial space. The commercial-ready units would be attached to 4 of the 73 one-bedroom units. Units are designed to be used either as commercial space or as a second bedroom for the attached residential unit. The 1,592 sf commercial space is intended to be the leasing office and would be located within the single-story leasing office/recreation building.

The three-story residential buildings, along with the commercial units, would front East Avenue. The three-story residential building would also form a triangle around a common courtyard at the center of the Project site. Two-story carriage units would be located adjacent to the southern property line and the utility easement that runs along the northwest property line. All units would be single-floor flats accessed by exterior staircases or ground-level walkways. The recreation/leasing office, commercial space, and a pool and a spa would be located at the northeast corner of the site. Two gated vehicle access driveways would be provided along East Avenue, with nongated guest/customer parking provided adjacent to the leasing office and commercial space.

The Project proposes seven total floor plan options that would result in 73 one-bedroom units and 58 two-bedroom units. The units would range in size from 675 to 830 sf for the one-bedroom units and 722 to 1,137 sf for the two-bedroom units. Table 2.A shows the number of units proposed for each floor plan.

**Table 2.A: Proposed Floor Plan Details**

| Building Dest. | Type | Qty. | One-Bedroom | | | | Two-Bedroom | | | Total Units | Garage |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | A1 | A2 | A3 | A4 | B1 | B2 | B3 | | |
| 1 | I | 1 | 6 | 6 | 0 | 0 | 7 | 3 | 0 | 22 | 14 |
| 2 | II | 1 | 6 | 6 | 0 | 0 | 2 | 6 | 0 | 20 | 11 |
| 3 | II | 1 | 6 | 6 | 0 | 0 | 2 | 6 | 0 | 20 | 11 |
| 4 | II | 1 | 6 | 6 | 0 | 0 | 2 | 6 | 0 | 20 | 11 |
| 5A | III | 1 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 17 | 13 |
| 5B | III | 1 | 3 | 0 | 0 | 3 | 11 | 0 | 0 | 17 | 14 |
| 6 | IV | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 | 56 |
| 7 | V | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| Subtotal | – | – | 38 | 24 | 8 | 3 | 30 | 21 | 7 | – | – |
| **Totals** | – | **14** | **73** | | | | **58** | | | **131** | **134** |
| **%** | – | – | **55.7%** | | | | **44.3%** | | | **100%** | |


LSA

FIGURE 2.5

N

0 55 110
FEET

SOURCE: Architects Orange

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*Westbury Residential Project*
Conceptual Site Plan

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Following implementation of the Project, the total building density on the site would be 22.8 dwelling units per acre (du/ac),[5] which would be below the maximum permitted density of 50 du/ac allowed in the Mixed Use (MU) District.

The proposed Project also includes 1.09 ac of common and private open space, which would equate to 364 sf of open space per unit. Recreational amenities would include a pool and a spa, barbeque facilities, a clubhouse, common open space areas, and multiple-court sport areas (e.g., volleyball, cornhole, badminton, bocce ball, and horseshoe). A total of 39,467 sf of common usable open space would be provided as part of the Project.

### 2.6.3 Building and Site Design

#### Building Design

As illustrated by Figure 2.6, Elevations, the proposed buildings would be developed in a California Contemporary architectural design. The California Contemporary design is a sophisticated style that features the juxtaposition of positive and negative space accentuated by thoughtful material application. The architectural elements would be designed to provide an animated façade that would incorporate both vertical and horizontal relief while focusing on residential scale and proportion.

Two complementary color palettes would be used to differentiate the architectural elements while maintaining a harmonious balance in the community. The colors emphasize the hierarchy and interplay of the building masses and planes. Building masses would be accented with horizontal lap siding accents in contrasting colors. Stone veneer would be used to emphasize pedestrian entries. Sun control devices would be placed to respond to the solar orientation of the architecture.

Of the on-site residential buildings, two along East Avenue would include live-work units. These buildings would be further enhanced to feature corner windows, additional stone, metal accent panels, and signage. All on-site proposed buildings would be a maximum of three stories in height with a maximum height of 41.5 feet (ft).

[5] The density calculation was based on the 3.76 ac area of the Project site unencumbered by easements and the 2.03 ac Southern California Gas Company easement to be used to fulfill the Project's parking requirement.

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## ELEVATIONS BUILDING 1 TYPE I


LEFT


FRONT


RIGHT


REAR

## ELEVATIONS BUILDING 2 & 3 TYPE II


FRONT COMMERCIAL READY UNIT COMMERCIAL READY UNIT


RIGHT COMMERCIAL READY UNIT


LEFT COMMERCIAL READY UNIT

## ELEVATIONS BUILDING 4 TYPE II


LEFT


FRONT

RIGHT


SIMILAR AT BUILDING 2 & 3 REAR

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FIGURE 2.6a

*Westbury Residential Project*
Elevations

SOURCE: Architects Orange

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## ELEVATIONS BLDG 5A & 5B TYPE III


RIGHT

BUILDING 5A


LEFT

BUILDING 5A


FRONT

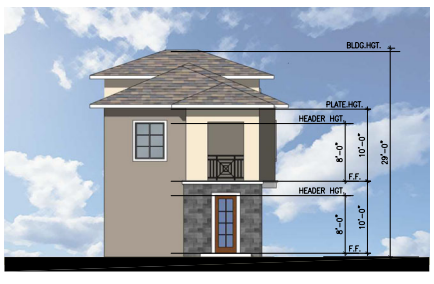
BUILDING 5B


REAR

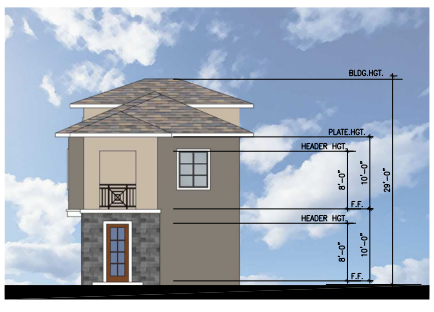
BUILDING 5B

## ELEVATIONS BLDG 6 TYPE IV


FRONT




LEFT




RIGHT

LSA

FIGURE 2.6b

*Westbury Residential Project*

Elevations

SOURCE: Architects Orange

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### Parking

Based on the City's parking requirements (Rancho Cucamonga Municipal Code Section 17.64.050), the proposed Project would be required to provide 1.5 spaces per one-bedroom unit, 2 spaces per two-bedroom unit, 1 visitor space for every three units, and 4 spaces for every 1,000 sf of commercial space. The minimum required amount of parking for the proposed Project would be 282 spaces, 131 of which are required to be provided in the form of a garage or carport. Required parking includes tenant and guest parking for the residential portion of the development, as well as parking for the commercial and commercial-ready units. The 1,592 sf of commercial space and the commercial-ready units were parked at the office/retail parking rate (1/250 gross square foot). The Project is required to provide 1 garage/carport parking space for each one- and two-bedroom unit, or 131 spaces based on the proposed unit breakdown.

As shown in Table 2.B, the proposed Project would provide 134 garage parking spaces and 148 open parking spaces. Of those, 147 of the required parking spaces would be on a Southern California Gas Company easement, for which the Applicant has received an initial acceptance letter to allow parking on the easement. The Project also proposes to permit street parking on the west side of East Avenue, similar to the approved mixed-use project to the south. This would net up to 18 additional parking spaces adjacent to the commercial and commercial-ready tenant spaces. These parking spaces are not counted in the total parking count for the proposed Project, as they are not on the Project site.

**Table 2.B: Parking**

| | Number of Units | Square Footage | Parking Ratio | Required Parking |
|---|---|---|---|---|
| Multifamily Units (one bedroom) | 72 | N/A | 1.5 per unit, 1 in garage or carport | 108 |
| Multifamily Units (two bedrooms) | 59 | N/A | 2 per unit, 1 in garage or carport | 118 |
| Visitor Parking (multifamily) | 131 | N/A | 1 per 3 units | 44 |
| Commercial/Office | N/A | 1,592 | 1 per 250 square feet | 7 |
| Commercial-Ready | N/A | 1,220 | 1 per 250 square feet | 5 |
| | | | **Total Parking Spaces Required** | **282** |
| **Proposed Parking** | | | | |
| Total Garage Parking Spaces Provided/Required | | | | 134/131 |
| Total Open Parking Spaces | | | | 148 |
| Total Commercial Stalls | | | | 5 |
| Total Parking Spaces Provided | | | | 287 |

N/A = not applicable

In addition, the City requires that bicycle parking be provided at a rate of 5 percent of the total required parking.

### Landscaping and Fencing

There are 33 trees on the Project site in the existing condition. Of the total 33 existing trees on the property, 30 are Tasmanian bluegum trees that are on the southern portion of the site parallel to East Avenue. The remaining three trees are silver dollar gum trees and are located along the

northeastern boundary of the site parallel to East Avenue. All 33 of the existing trees would be removed as part of Project implementation.

As shown on Figure 2.7, Conceptual Landscape Plan, the proposed Project would include 10 ft landscaped setbacks along East Avenue and around the perimeter of the community. Landscaping visible from East Avenue would include various trees and shrubbery, such as date palms, crepe myrtles, fruitless olive trees, and ground cover. Additional trees would be planted along on-site pathways, around the open space area, and around the pool area.

Perimeter landscaping to the north (adjacent to the parking area) would include ground cover and small shrubs.

As required by the City, East Avenue would be fully improved, including a new asphalt section, curb and gutter improvements, landscaping improvements (such as street trees), two new drive approaches, and a wrought-iron fence and/or property boundary wall.

Within the community, there would be several landscaped areas for seating, recreation, and leisure. These areas would be maintained by the property owner and would consist of raised planters, large trees, an open turf area, and central open space.

In total, 68,230 sf of landscaping would be installed as part of the Project, including the 102 trees that would be planted on site.

Landscaping would be irrigated with an electrically operated irrigation system using weather sensors and low-volume irrigation. The system would be designed based on plants' water use and would apply water efficiently. The system would be designed in accordance with the definitions of the City's Water Efficient Landscape Ordinance (Rancho Cucamonga Municipal Code, Section 17.138.020).

A tubular steel fence would be constructed along the southern and eastern boundaries of the site, and between the parking and residential areas along the northern boundary. This fence would include numerous pedestrian gates to provide access from various points in the parking area and along East Avenue.

### Vehicular and Pedestrian Access

Two gated entries off East Avenue would provide vehicular access to the Project site. The primary entry would be located along East Avenue; this entrance would provide access to the internal vehicular roadway, residential units, and leasing office. A northern gate along East Avenue would provide direct access to the surface parking area. Vehicles traveling north and south along East Avenue could access both gates. The northernmost vehicular access gate would align with the existing Marshall Court/East Avenue intersection. The primary entryway would be demarcated by an entry monument and pavers.


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FIGURE 2.7

N

0 40 80

FEET

SOURCE: KDLA, inc.

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*Westbury Residential Project*

Conceptual Landscape Plan

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The gates would be electronically controlled and would be designed to meet the City's standard gate entry requirements. Residents would have remote controls to open the gate. The southernmost gate would provide visitor access to the community. A callbox would ring to residents' phones to provide guest access. A code-protected pedestrian gate adjacent to the vehicular gate would also be included for residents and guests.

Emergency vehicles would be able to enter and exit the Project site via the gated-access driveways off Eastern Avenue with an emergency override key switch. In addition, a remote gate-opening device would be installed. The Rancho Cucamonga Fire Protection District requires an optical gate opening system with a redundant Knox switch™. Optical systems work the same as the traffic signal preemption system by using the emergency vehicle's strobe light to open the gate.

Pedestrian access to the Project site from the sidewalk on East Avenue would be provided by four entrance gates. Pedestrian access to/from the parking area would be provided by five access gates. In addition, there would be one designated pedestrian access gate to provide pedestrian access to/from the parking area and the commercial area.

### Circulation

Circulation throughout the community would take place via a private access drive that would provide direct access to each residential unit's garage, as well as uncovered resident and visitor parking. The private access drive would be accessed by vehicles from the main entry from East Avenue or from an internal connection to the open parking area on the northern portion of the Project site. The proposed Project would include rolled curbs to eliminate the need for driveway cuts.

### Public Transportation

Omnitrans, the public transportation agency in San Bernardino County, operates four bus lines in the vicinity of the Project site: Route 66, which travels east-west along Foothill Boulevard; Route 67, which travels east-west along Baseline Road; Route 82, which travels north-south along Milliken Avenue and along Foothill Boulevard toward Victoria Gardens; and Route 85, which travels north-south along Milliken Avenue above Foothill Boulevard.

The nearest railway stations are the Rancho Cucamonga and Fontana Metrolink stations; the Project site is 3.8 mi and 5.4 mi away from these stations, respectively. The Project area is served by the San Bernardino, Riverside and Inland Empire-Orange County Metrolink lines. The San Bernardino Line directly services the Rancho Cucamonga and Fontana stations and proves access to Los Angeles Union Station, which connects with other Metrolink lines and provides access to the greater Southern California region.

### Lighting

The proposed Project would include on-site lighting consisting of 105-watt parking lot pole lighting (15 ft in height), 65-watt decorative pole lighting (15 ft in height), and 12-watt decorative wall lighting. All lighting would be hooded or shielded to focus the light downward and prevent light spillage onto adjacent properties.

### Signage

The proposed Project would include a community identification monument sign with a maximum height of 5 ft at the Project entry, as well as address signage on the residential units. The commercial area at the northern boundary of the Project site would feature one tenant wall sign. The commercial-ready units along East Avenue would feature tenant identification vertical blade signs and projecting blade signs. All signs within the Project site would be designed and installed according to the Uniform Sign Program for the Project, in compliance with City signage standards. During construction, temporary signage would designate construction and model home traffic routes.

### Police and Fire Access

Fire and police access on the site would be facilitated by a fire lane and the installation of directional signage. As previously discussed, emergency vehicles would be able to enter and exit the Project site via the gated access driveways off East Avenue. The main (southern) gate includes a fire access lane. In addition, all interior roadways have been designed to accommodate the size and turning radius of a fire truck.

Per Rancho Cucamonga Municipal Code, Chapter 15.12.040, Section 903, all units would have automatic sprinkler systems. In addition, the proposed Project includes the installation of seven fire hydrants on site to ensure that 150 ft fire hoses can reach every area.

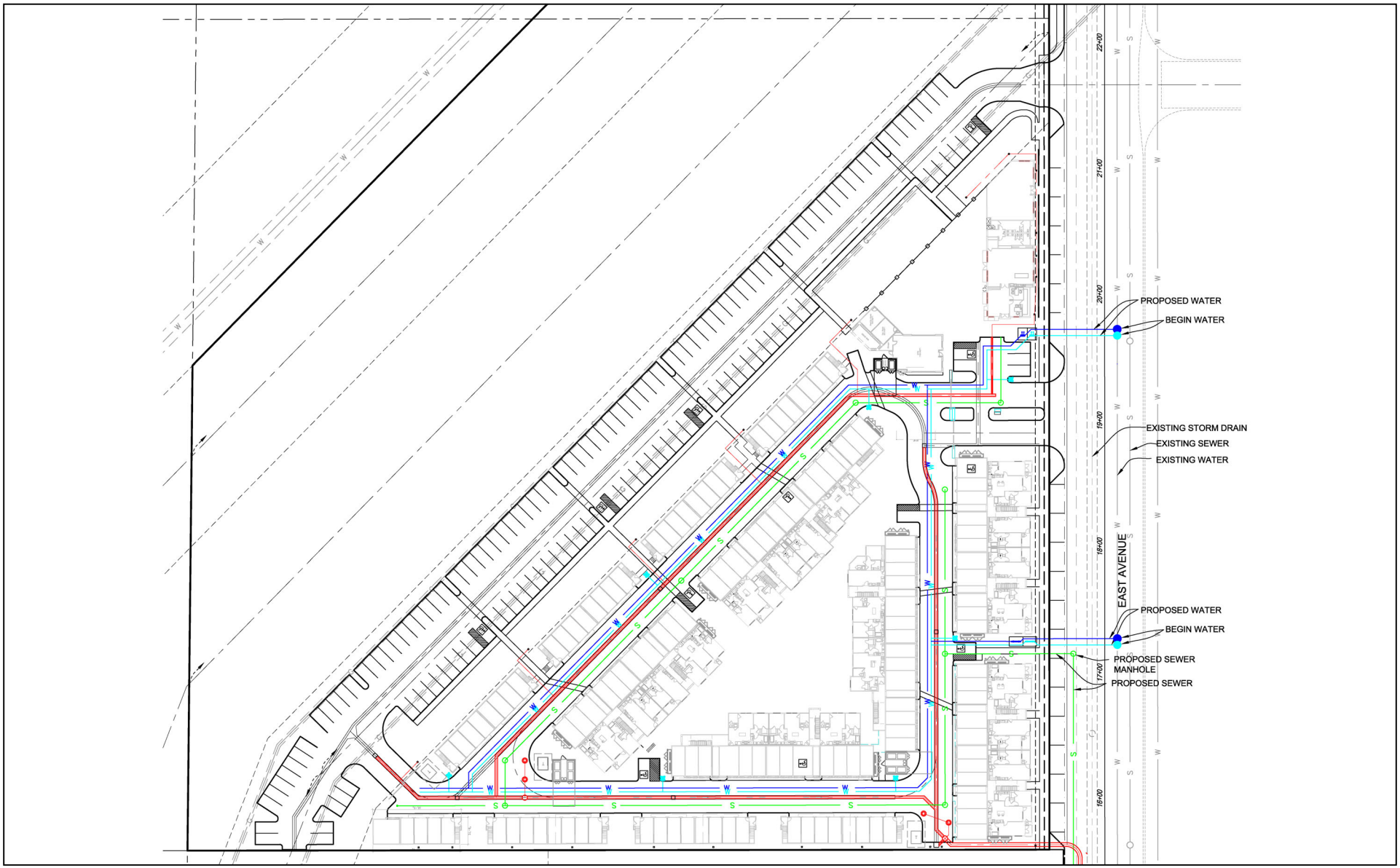
### Sustainability Features

The proposed Project would be consistent with California's Title 24 energy efficiency code.

## 2.6.4 Infrastructure Improvements

### On-Site and Off-Site Infrastructure

The proposed Project would include connections to existing off-site infrastructure systems. These systems, which include water, sanitary sewer, and stormwater drains, would be constructed on site and would be fully provided and maintained by the property owner. As shown on Figure 2.8, Utility Plan, all on-site systems, would connect to existing infrastructure on East Avenue. As part of the proposed Project, sewer lines and manholes would be installed at two points in East Avenue. One sewer line and manhole would be located south of the Project's main driveway and the second sewer line and manhole would be located in East Avenue south of the Project boundary. Four water lines would be installed within East Avenue and would travel within the Project's internal circulation system to provide water conveyance throughout the Project site. The proposed on-site storm drain would connect to a proposed storm drain system in East Avenue that would run south and connect to the existing storm drain system in East Avenue.

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LEGEND

Water
Sewer
Storm Drain

N

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SOURCE: Architects Orange

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FIGURE 2.8

*Westbury Residential Project*

Utility Plan

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### Water Quality

The proposed Project is subject to the requirements of the Santa Ana Regional Water Quality Control Board's (RWQCB) National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County Municipal Separate Storm Sewer System [MS4] permit). A Project-specific Water Quality Management Plan (WQMP) must be developed for the Project to meet the requirements of Order No. R8-2010-0036 and implement best management practices (BMPs) to reduce pollutants of concern in stormwater runoff.

A Preliminary Water Quality Management Plan (PWQMP) (Madole and Associates, Inc., June 2019) (Appendix H) has been prepared for the Project. As outlined in the PWQMP, proposed BMPs for the Project include storm drain stenciling to discourage downstream dumping, the installation of a catch basin filter to remove the majority of trash and debris prior to reaching underground storm drains, a settling chamber to filter pollutants, and an injection well to capture and infiltrate water runoff throughout the Project site. These proposed BMPs would meet the Project's Low-Impact Development (LID) requirements. The PWQMP site map is shown on Figure 2.9, WQMP Site Map. Refer to Section 4.10 for additional information pertaining to hydrology and water quality.

## 2.6.5 Implementation/Phasing

Project construction would generally take place in the following steps:

- Phase 1: Site Preparation
- Phase 2: Grading
- Phase 3: Construction
- Phase 4: Paving

During Project construction, construction vehicle trips would be generated on a daily basis. Construction trips would be generated by construction workers commuting to and from the Project site and the delivery of construction materials and equipment. The construction phase with the highest trip generation would be Phase 3, Construction. During this phase of Project construction, there would be 139 worker trips and 31 vendor trips. For the purposes of the analysis in this IS/MND, it is assumed that construction workers would arrive and depart during peak hours, whereas delivery trucks would arrive and depart throughout the day. It is estimated that no more than 10 percent (3 trips) of delivery trips would occur during the a.m. and p.m. peak hours.

Project construction is anticipated to take approximately 18 months. The expected date of completion is June 2022. All construction equipment would be staged on the Project site for the duration of the construction period. In addition, construction workers would park their personal vehicles on the construction site during working hours.

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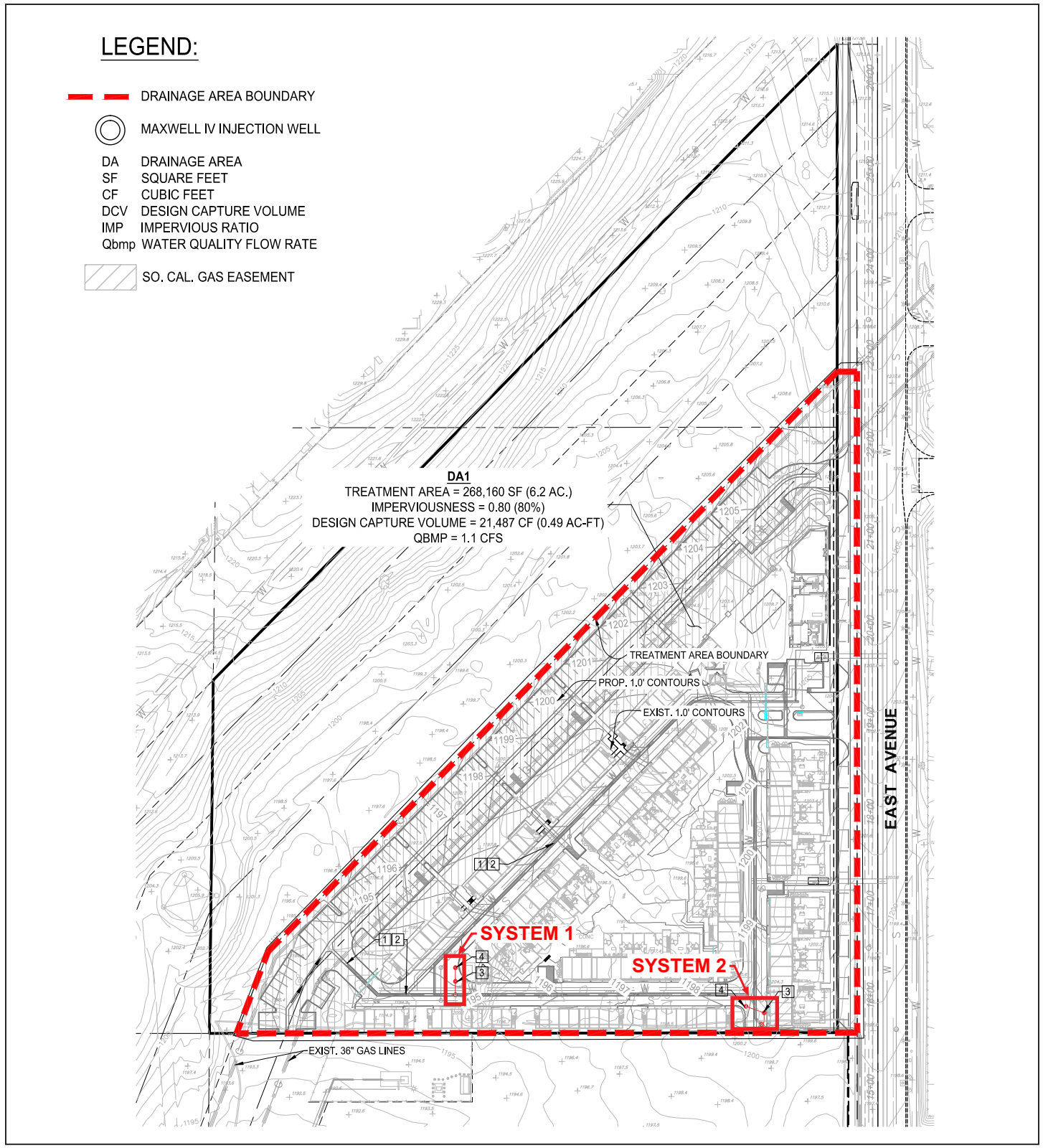


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FIGURE 2.9

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SOURCE: Madole & Associates, Inc.

*Westbury Residential Project*

WQMP Site Map

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## 2.7 DISCRETIONARY ACTIONS

Development of the proposed Project would require discretionary approvals by the City as the Lead Agency. The City's discretionary actions would include the following:

- **Zoning Map and Development Code Amendment:** The Project site currently has a zoning designation of Community Commercial (CC). The Project proposes to rezone the Project site to Mixed Use (MU).
- **Tentative Tract Map:** A Tentative Tract Map is required to subdivide the property to allow for future conversion of the residential units to condominiums.
- **Tree Removal Permit:** A permit is required to remove the 33 existing trees on the Project site.
- **Uniform Sign Program:** A Uniform Sign Program is required for the residential, commercial, and commercial-ready portions of the Project.

## 2.8 OTHER MINISTERIAL CITY ACTIONS

Ministerial permits/approvals would be issued by the City or other appropriate agencies to allow site preparations, underground infiltration chambers, connections to the utility infrastructure, dwelling units, paving, landscaping, walls and fences, and other Project features subject to ministerial permits.

## 2.9 PROBABLE FUTURE ACTIONS BY RESPONSIBLE AGENCIES

Because the Project also involves approvals, permits, or authorization from other agencies, these agencies are "Responsible Agencies" under CEQA. Section 15381 of the *State CEQA Guidelines* defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary approval power over the Project or some component of the Project, including mitigation. These agencies include, but are not limited to, the agencies identified in Table 2.C.

### Table 2.C: Probable Future Actions by Responsible Agencies

| Responsible Agency | Action |
|---|---|
| Rancho Cucamonga Fire Protection District | Approval of Fuel Modification Plan and Fire Master Plan |
| State Water Resources Control Board | Applicant/Developer must submit Permit Registration Documents, including a Notice of Intent, to comply with the National Pollution Discharge Elimination System San Bernardino County Permit (Santa Ana Region) (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 permit). |

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# 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

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

**DETERMINATION. On the basis of this initial evaluation:**

On the basis of this initial evaluation:

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

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

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

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

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

Tom Vanderz — 5/5/20

Signature — Date

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# 4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## 4.1 AESTHETICS

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | ☐ | ☐ | ☐ | ☒ |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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? | ☐ | ☐ | ☒ | ☐ |

### Impact Analysis

#### a) Would the project have a substantial effect on a scenic vista?

California State Government Code Section 65560(b)(3) stipulates that city and county General Plans address "…Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historical and cultural value; areas particularly suited for park and recreation purposes, including access to lakes shores, beaches, and rivers, and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors."

A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed Project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

The Project site is located in a developed area of Rancho Cucamonga east of I-15 and near the intersection of West Foothill Boulevard and East Avenue. The Project site is currently undeveloped and is characterized by an undeveloped dirt lot, ruderal vegetation, and mature trees. Surrounding views comprise a developed suburban environment that is primarily built out with residential and commercial uses.

Distant views of the San Gabriel Mountains to the north and northeast are visible from various vantage points throughout Rancho Cucamonga. Within the vicinity of the Project site, views of the San Gabriel Mountains are visible from the Project site and areas immediately south of the Project

site. Other views in the vicinity include views of single-family housing, Garcia Park, and a flood channel extending from the eastern side of East Avenue to the area immediately south of the East Avenue/Foothill Boulevard intersection.

The City's General Plan Resource Conservation Element (2010) provides direction regarding the preservation and enhancement of important views along north-south roadways, along open space corridors, and at other key scenic locations within Rancho Cucamonga. As described in the Resource Conservation Element, north-south roadways in Rancho Cucamonga provide important views of scenic resources. The orientation of roadways in the city provide important views of the San Gabriel Mountains and San Bernardino National Forest. The Project site is adjacent to East Avenue, a north-south roadway. However, according to General Plan Figure LU-6, East Avenue is not a designated View Corridor. Additionally, no designated trails or vantage points currently exist on the Project site.

In addition, the City's General Plan Managing Land Use, Community Design, and Historic Resources Element establishes View Corridors throughout Rancho Cucamonga. There are no designated View Corridors within the vicinity of the Project site. The nearest View Corridor is the portion of Day Creek Boulevard north of Baseline Avenue. Day Creek Boulevard is a north-south roadway 1.5 mi northwest of the Project site that provides north-facing views of the varied natural topography of the mountains. State Route (SR) 210 is an east-west designated View Corridor 1.85 mi north of the Project site that offers similar mountainous views.

**Construction.** Construction of the proposed Project would require site preparation, grading, and construction activities. Construction activities would be visible to travelers along East Avenue and West Foothill Boulevard and to users of Garcia Park. Any partial obstruction of scenic views of the San Gabriel Mountains and San Bernardino National Forest as a result of construction activities would be short-term in nature and would cease upon Project completion. In addition, construction equipment is not of sufficient height or mass to substantially block views of the San Gabriel Mountains and San Bernardino National Forest. Therefore, construction impacts related to adverse effects on a scenic vista would be less than significant, and no mitigation would be required.

**Operation.** As previously stated, the proposed Project would be located in a developed area of Rancho Cucamonga. The Project includes the development of a mixed-use community that would be a maximum of three stories (approximately 42 ft in height), which could result in the partial obstruction of scenic views of the San Gabriel Mountains and San Bernardino National Forest. While the partial obstruction of views of surrounding hills may occur as a result of Project implementation, overall views of surrounding hillsides would not be substantially affected by development of the site due to the prominence of these features. Further, the Project would include landscaping elements throughout the Project site and along the site's perimeter, which would serve to enhance scenic views and would block views of the proposed residential uses from adjacent roadways.

The proposed residential development would be similar in height to the surrounding residential developments (e.g., the residences to the northwest), which are two stories in height. While the proposed Project would be taller than adjacent structures and may partially obstruct views of the San Gabriel Mountains and San Bernardino National Forest from the Project site and surrounding area, the overall views of the mountains and associated foothills would not be substantially affected by the Project due to the prominence of the mountains.

While implementation of the proposed Project would modify views of and from the Project site by allowing for development of a residential community on the site, the Project would not result in significant impacts on visual and aesthetic resources as compared to existing conditions. Therefore, potential impacts of the proposed Project on scenic vistas would be less than significant, and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

**b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The California Department of Transportation's (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in the Streets and Highways Code, Sections 260–263. State Highways are classified as either Officially Listed or Eligible. There are no Officially Listed or Eligible State-designated scenic highways in Rancho Cucamonga.[6] North-south roadways provide important views of scenic resources in the city.[7] Therefore, the proposed Project does not have the potential to damage resources within a State-designated scenic highway.

The Project site is located within a developed area of Rancho Cucamonga that is primarily characterized by commercial and residential uses. As discussed further in Section 4.4, Biological Resources, existing vegetation on the Project site is ruderal and nonnative. The proposed Project would replace existing ruderal vegetation on the site with ornamental landscaping. In addition, no existing aesthetic or visual resources located on the Project site or in the surrounding vicinity have been designated in the City's General Plan. No existing scenic rock outcroppings are located within the Project limits. While the proposed Project would result in the removal of all 33 existing trees on the site, the Project proposes to replace these trees and landscaping with new trees and vegetation along the internal roadways and the southern and eastern borders of the site. There are no historic buildings on or near the Project site. Therefore, the proposed Project does not have the potential to damage scenic resources, and no mitigation would be required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

6 California Department of Transportation (Caltrans). California Scenic Highway Mapping System (San Bernardino County).

7 City of Rancho Cucamonga General Plan. 2010. Resource Conservation Element.

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

The Project site is currently vacant and undeveloped, but it is located in an urbanized area. The area is predominantly characterized by a variety of residential and commercial uses, and major roadways, such West Foothill Boulevard and East Avenue. As discussed in detail below, the proposed Project would not conflict with applicable zoning or General Plan regulations governing scenic quality.

**Construction.** Construction of the proposed Project would involve on-site construction activities that would be visible to travelers along East Avenue and West Foothill Boulevard. Due to the height of the proposed three-story buildings, construction activities would not be fully screened from surrounding land uses. However, construction activities would be temporary in nature and, consequently, would not substantially impact sensitive uses. Therefore, due to the short-term duration of construction activities, impacts during construction would be less than significant, and no mitigation would be required.

**Operation.** As described above, the visual character immediately surrounding the Project site is representative of a fully built-out urban area containing a mix of residential and commercial uses. All structures developed on the Project site would be of contemporary architectural design, consistent with other residential communities in the vicinity, and composed of colors and materials that complement existing surroundings. The form and scale of all structures on site would be visually consistent with neighboring residential developments. The proposed Project would incorporate ornamental landscaping along East Avenue and throughout the proposed residential development to frame and enhance views of the Project site. The proposed Project would be visible to pedestrians and vehicular traffic along East Avenue and to users of Garcia Park. The installation of landscaping and fencing would help to partially screen the residential development from the surrounding areas. Building design and landscaping would serve to enhance the existing visual quality and character of the site as compared to existing conditions.

**Zoning.** The Project site is currently zoned Community Commercial (CC) and is within the FBOD. The Community Commercial (CC) zone allows for larger retail, entertainment, and commercial service business centers, generally as part of a cohesive and coordinated shopping destination of retail and service-oriented businesses that serve the entire community. The Project proposes to develop 131 for-rent residential units, 4 commercial-ready units, and a 1,592 sf commercial space. As such, the Project site would require a Zoning Map and Development Code Amendment to rezone the site from Community Commercial (CC) to Mixed Use (MU).

Chapter 17.36.020 of the Rancho Cucamonga Municipal Code outlines permitted uses and minimum development standards allowed in the Mixed Use (MU) District. One purpose of these regulations is to ensure compliance with appropriate standards related to aesthetics and scenic quality. The proposed Project would be consistent with the development standards allowed in the Mixed Use (MU) District. The maximum density allowed in this zone is 50 du/ac. The Project proposes a net density of 22.8 du/ac, which is less than the maximum density requirement. Other development

standards for this zone include a 50—75 percent reduction of streetscape requirements for street yard setbacks along major and secondary roadways. The building setback for attached single-family residential and multifamily residential along secondary roadways is 35 ft. The portion of the proposed Project that is aligned with East Avenue (a secondary roadway) would have a setback of 10 ft, which is a 71 percent reduction in the streetscape setback and falls within the allowed reduction range of 50–75 percent for the Mixed Use (MU) District. The Mixed Use (MU) District also allows for a rear-yard setback of 0 ft, which is consistent with the proposed Project design. In the Mixed Use (MU) zone, the primary building height is not to exceed 75 ft, and the accessory building height is not exceed the primary building height. As previously discussed, the proposed Project would be approximately 42 ft in height at its tallest point. Accessory buildings within the proposed community range in height from approximately 20 ft to 41 ft. The minimum required landscape area is 10 percent, and a minimum of 150 sf of open space per unit is required in the Mixed Use (MU) District. The proposed Project would provide 39,467 sf of common usable open space and 8,193 sf of private open space, which would provide 364 sf of open space per unit. Finally, per the Municipal Code, all Mixed Use (MU) District developments must incorporate a minimum of two of the following land uses: commercial, office, institutional, residential, and live/work. The proposed Project would include residential and commercial requirements, thereby satisfying the Mixed Use (MU) District land use requirement.

**General Plan.** According to the City's General Plan Managing Land Use, Community Design, and Historic Resources Element (2010), the Project site currently has a land use designation of Mixed Use (MU). The proposed Project would be consistent with permitted uses in this designation, which allows for a combination of commercial, office, residential, and community uses. The proposed Project would also be consistent with applicable goals and policies regulating visual character and urban design in Rancho Cucamonga:

- **Goal LU-9:** Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.
    - **Policy LU-9.2:** Integrate districts and neighborhoods into the overall City structure and image.
    - **Policy LU-9.5:** Establish Mixed Use areas as higher intensity "urban centers" where there is sensitive integration of land uses, convenient modes of transportation, and a focused "sense of place" that emanates from the architectural and landscape design.
- **Goal LU-11:** Ensure that community aesthetics are maintained through appropriate regulations.
    - **Policy LU-11.1:** Continue to implement and update as necessary the City's Sign Ordinance in order to provide for a reasonable system of review and incentives for well-designed signs throughout the City.
- **Goal LU-13:** Take full advantage of view lines and vista points with carefully designed development.

- **Policy LU-13.1:** On north-south roadways, open space corridors, and other locations where there are views of scenic resources, trees, and structures, encourage framing and orientation of such views at key locations, and endeavor to keep obstruction of views to a minimum.

The design of the proposed development would be compatible with the aforementioned zoning regulations and General Plan goals and policies, and would also be consistent with the existing style of the surrounding neighborhoods. As part of the Project, landscaping would improve Project site conditions and enhance views of the site from adjacent properties. The construction materials, colors, and vegetation incorporated into the Project's design would complement nearby scenic resources and maintain visual cohesion with hillside development to the north. As discussed above in Response 4.1(a), the proposed Project would not interfere with scenic views of mountains to the north. Additionally, implementation of the proposed Project would not result in a disruption to the existing patterns and scales among surrounding developments and would be visually cohesive with surrounding residential neighborhoods. The maximum height of the proposed Project would be approximately 42 ft and therefore would be consistent with the scale of surrounding residential development. Furthermore, all signs would be approved by the City of Rancho Cucamonga Planning Department and would conform to the Uniform Sign Program. Overall, improvements associated with the proposed Project are anticipated to improve the existing visual character of the Project site and would serve to provide increased visual cohesion between the Project site and the surrounding area.

**Summary.** In summary, the proposed Project would develop the Project site with a mixed-use community that would enhance the visual quality and character of the site. The proposed Project would be consistent with the height, scale, and design of developments within the vicinity of the Project site and, consequently, would not fundamentally alter the surrounding land use character. In addition, following approval of the Zoning Map change and Development Code Amendment, the zoning classification and land use designation associated with the Project site would be consistent with the proposed use. The proposed Project would also be consistent with all development regulations and General Plan goals and policies pertaining to the visual character of the proposed mixed-use development. For the reasons stated above, the proposed Project would not degrade the visual character of the planning area or conflict with applicable zoning and General Plan regulations governing scenic quality, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

The impact of nighttime lighting depends on the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior

lighting for security and aesthetic illumination of architectural features may contribute to ambient nighttime lighting conditions.

The spillover of light onto adjacent properties has the potential to interfere with certain activities, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. Light-sensitive uses include residential uses, some commercial and institutional uses, and, in some situations, natural areas. Changes in nighttime lighting may become significant if a proposed project would substantially increase ambient lighting conditions beyond its property line and project lighting would routinely spill over into adjacent light-sensitive land use areas.

Reflective light (glare) is caused by sunlight or artificial light reflecting from finished surfaces (e.g., window glass) or other reflective materials. Glass and other materials can have many different reflectance characteristics. Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. Reflective light is common in urban areas. Glare generally does not result in the illumination of off-site locations but results in a visible source of light viewable from a distance.

Nighttime illumination impacts are evaluated in terms of the Project's net change in ambient lighting conditions and proximity to light-sensitive land uses. The Project site is currently undeveloped and vacant. The Project site is predominantly surrounded by residential and commercial uses, and by vacant land. Sensitive receptors in the vicinity of the site include residential uses to the north, east, and south of the site. Other sources of light on and adjacent to the Project site include exterior lighting from adjacent residential neighborhoods, Garcia Park to the northwest of the Project site, streetlights, and vehicle headlights.

**Construction.** Construction activities would occur primarily during daylight hours. For the purposes of this analysis, an 8-hour construction day is assumed (from roughly 7:00 a.m. to 4:00 p.m.). Any construction-related illumination during evening and nighttime hours would be shielded to the extent feasible, would consist of the minimum lighting required for safety and security purposes only, and would occur only for the duration required for the temporary construction process. Due to its limited scope and short duration, light resulting from construction activities would not substantially impact sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity. Therefore, construction of the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area, and light impacts associated with construction would be less than significant.

**Operation.** The proposed Project would be located within a developed area of Rancho Cucamonga, which currently emits lighting typical for an urban area (i.e., residential uses). Although the Project is considered a mixed-use development, the majority of the Project would consist of residential uses. As such, the proposed Project would introduce new sources of light to the Project site that are typical of residential uses. According to the Photometric Plan for the proposed Project (refer to Figure 4.1.1, Conceptual Photometric Plan, outdoor lighting proposed as part of the Project would include 105-watt parking lot pole lighting (15 ft in height), 65-watt decorative pole lighting (15 ft in height), and 12-watt decorative wall mounted lighting. All outdoor lighting would be directed

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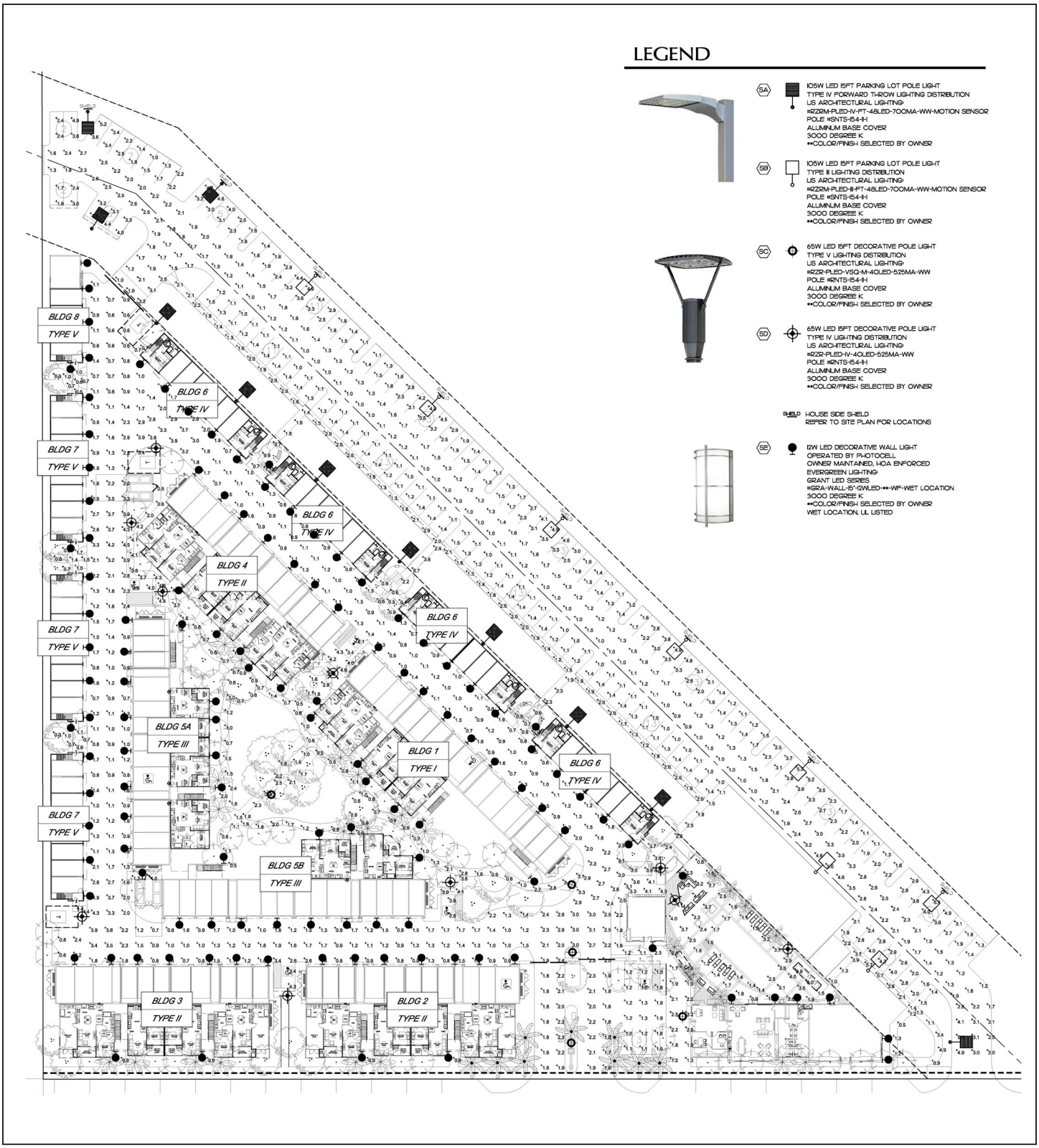


LSA

FIGURE 4.1.1

N

0 45 90

FEET

SOURCE: LDB Inc.

I:\STR1901\G\Photometric Plan.cdr (7/1/2019)

*Westbury Residential Project*

Conceptual Photometric Plan

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downward and shielded to minimize off-site spill. Additionally, the location of all exterior lighting would comply with lighting standards established in Chapter 17.58, Outdoor Lighting Standards, of the City's Municipal Code. Impacts related to glare from on-site lighting would not occur because the exterior building materials and façade would not include highly reflective materials (e.g., windows or glass with mirror-like tints)

As specified in Regulatory Compliance Measure (RCM) AES-1, the proposed Project would be required to comply with lighting standards described in the Photometric Plan. Although the proposed Project is not anticipated to incorporate design features that would result in excessive lighting or the generation of glare on the site, the Photometric Plan and any other lighting plans are subject to City review and approval as part of the site plan review process.

Therefore, lighting provided as part of the proposed Project would be largely consistent with the type and intensity of existing lighting in the Project vicinity. The final lighting for the Project would be subject to City review and approval as part of the site plan review process, and would be implemented in compliance with the City's Municipal Code. As such, the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. No mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required, but the proposed Project would be required to adhere to relevant sections of the City's Municipal Code as described in RCM-AES-1.

**RCM-AES-1** **Final Lighting and Photometric Plans.** Prior to issuance of a building permit, the Applicant shall submit Final Lighting and Photometric Plans for review and approval by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee. The lighting and photometric plans shall be prepared by a qualified engineer (i.e., an engineer who is an active member of the Illuminating Engineering Society of North America) and shall comply with applicable standards of the City's Municipal Code. The lighting plan shall address all aspects of lighting, including infrastructure, on-site driveways, recreation, safety, signage, and promotional lighting, if any. In accordance with Municipal Code Section 17.58, Outdoor Lighting Standards, the Final Photometric Plan shall show evidence that all lighting is shielded or recessed and directed downward and away from adjoining properties and rights-of-way.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

### Impact Analysis

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

The Project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[8] Rancho Cucamonga and the surrounding region contain very little Prime Farmland, Unique Farmland, or

[8] California Department of Conservation. California Important Farmland Finder. 2016. https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed May 9, 2019).

Farmland of Statewide importance. The closest farmland to the Project site is 1.17 mi north of the Project site near the intersection of East Avenue and the Pacific Electric Trail. As discussed in the Phase I ESA, historical aerial photos show that the northern and southern adjacent properties contained an orchard with residential and farm buildings until about 1966, and that the eastern, western, and southwestern adjacent properties contained vineyards until about 1967. Currently, the area surrounding the Project site, including the adjacent property to the north and south, is developed with residential and commercial uses. Implementation of the proposed Project would introduce a similar land use to the area. The proposed Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other type of farmland to a non-agricultural use. Therefore, no impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur, and no mitigation is required.

**Significance Determination**: No Impact.

**Mitigation measures**: No mitigation is required.

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

The Project site is currently zoned Community Commercial (CC) and is located within the FBOD. The Project site is not used for agricultural production and is not protected by, or eligible for, a Williamson Act contract. The Project area consists of Urban and Built-Up Land, and the Project site itself is non-enrolled land (land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping and Monitoring Program).[9] There is no agriculturally zoned land or land under a Williamson Act contract in Rancho Cucamonga. Therefore, no impacts to agricultural use or a Williamson Act contract would occur, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

The Project site is not used for timberland production, is not zoned as forest land or timberland, and does not contain forest land or timberland. The Project site is in an urban, built-out portion of Rancho Cucamonga. There are no forest or timberland resources in the vicinity of the Project site. The proposed Project would not convert forest land to nonforest use. Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

[9] California Department of Conservation. 2017. Division of Land Resource Protection. State of California Williamson Act Contract Land.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

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

The proposed Project was previously rough graded and is currently undeveloped. The proposed Project would not convert forest land to a nonforest use. Likewise, the Project site would not contribute to environmental changes that could result in conversion of forest land to nonforest use. Therefore, no impacts to forest land would occur, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

The Project site is currently zoned Community Commercial (CC) and is located within the FBOD. The Project site is not used for agricultural production or designated or zoned for agricultural uses. The proposed Project would not convert farmland to a non-agricultural use. Likewise, the proposed Project site would not contribute to environmental changes that could result in conversion of farmland to non-agricultural use. As previously discussed in Response 4.2(a), adjacent properties were previously developed with agricultural uses such as orchards and vineyards. These properties are currently developed with residential and commercial uses. Therefore, no impact to farmland or forest land would occur, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

## 4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

### Discussion

An *Air Quality and Greenhouse Gas Analysis* for the proposed Project was prepared in March 2018.[10] The analysis in this section is based on the findings of the *Air Quality and Greenhouse Gas Analysis* (Appendix A).

### Impact Analysis

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

The proposed Project is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these acts, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides ($NO_X$), particulate matter ($PM_{10}$), sulfur oxides ($SO_X$), and lead. Secondary criteria pollutants include ozone ($O_3$) and fine particulate matter ($PM_{2.5}$). These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the Federal Clean Air Act. The main purpose of an AQMP is to bring an area into compliance with the

[10] LSA. 2018. *Air Quality and Greenhouse Gas Analysis*. March.

requirements of federal and State ambient air quality standards (AAQS). The applicable air quality plan is the SCAQMD's adopted 2016 AQMP. The AQMP is based on regional growth projections developed by the Southern California Association of Governments (SCAG). Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. Because the AQMP is based on regional growth projections developed by SCAG, projects that are deemed consistent with a specific General Plan are usually found to be consistent with the AQMP.

While the proposed mixed-use development would require a Development Code and Zoning Map Amendment to change the zoning designation, land use tables, and figures from Community Commercial (CC) to Mixed Use (MU) District, the proposed use of the site is consistent with the City's General Plan designation of mixed-use. Additionally, rezoning the property from Commercial to Mixed Use would result in a less intensive use with regard to vehicle trips, and the mixed-use project would be consistent with the policies provided in SCAG's RTP/SCS that promote walkable communities (e.g., new residential uses located near transit stops along Foothill Boulevard and neighborhood stores). The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the Basin 2016 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP.[11] Consistency review is presented below.

1. The proposed Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated above. Therefore, the Project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standards violation.

2. The SCAQMD *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. Therefore, the proposed Project is not defined as significant for the purposes of the AQMP consistency analysis.

Based on the analysis presented above, the proposed Project is consistent with the City's General Plan and the regional AQMP. Therefore, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan and would result in a less than significant impact. No mitigation is required.

[11] South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed June 24, 2019).

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

The Basin is currently designated nonattainment for the federal and State standards for $O_3$ and $PM_{2.5}$. In addition, the Basin is in nonattainment for the $PM_{10}$ standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed Project.

**Construction Emissions.** Air quality impacts could occur during construction of the proposed Project due to soil disturbance and equipment exhaust. Major sources of emissions during grading and site preparation include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from grading and backfilling. Potential pollutants include CO, $NO_X$, VOCs, directly emitted particulate matter ($PM_{2.5}$ and $PM_{10}$), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed Project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. $PM_{10}$ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. $PM_{10}$ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction emissions were estimated for the proposed Project using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, consistent with SCAQMD recommendations. For the purposes of this analysis, the construction schedule for the proposed Project was based on an expected September 2020 start date and June 2022 completion date. Rule 403 measures were included in the CalEEMod analysis. Construction-related emissions are presented in Table 4.3.A.

## Table 4.3.A: Short-Term Regional Construction Emissions

| Construction Phase | Total Regional Pollutant Emissions (lbs/day) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | Fugitive $PM_{10}$ | Exhaust $PM_{10}$ | Fugitive $PM_{2.5}$ | Exhaust $PM_{2.5}$ |
| Site Preparation | 4 | 42 | 22 | <1 | 7 | 2 | 4 | 2 |
| Grading | 3 | 26 | 17 | <1 | 3 | 1 | 1 | 1 |
| Building Construction | 3 | 23 | 23 | <1 | 2 | 1 | <1 | 1 |
| Paving | 2 | 11 | 13 | <1 | <1 | <1 | <1 | <1 |
| Architectural Coating | 47 | 2 | 3 | <1 | <1 | <1 | <1 | 1 |
| **Peak Daily** | **47** | **42** | **23** | **<1** | **9** | | **6** | |
| **SCAQMD Thresholds** | **75** | **100** | **550** | **150** | **150** | | **55** | |
| **Significant Emissions?** | **No** | **No** | **No** | **No** | **No** | | **No** | |

Source: Compiled by LSA (March 2020).
CO = carbon monoxide
lbs/day = pounds per day
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
$SO_X$ = sulfur oxides
VOC = volatile organic compounds

The $PM_{10}$ and $PM_{2.5}$ fugitive dust emissions are included in Table 4.3.A. Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Ruleand 403 (compliance with SCAQMD Rule 403 is required for all projects in the Basin). The implementation of Rule 403 measures were accounted for in the Project construction emission estimates. Applicable requirements of Rule 403 included in the analysis are as follows:

- Water active sites at least three times daily (locations where grading is to take place will be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 ft (0.6 meter [m]) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.

Compliance with Rule 403 would reduce fugitive dust emissions associated with Project construction to a less than significant level.

In addition to dust-related $PM_{10}$ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, $SO_x$, $NO_x$, VOCs and some soot particulate ($PM_{2.5}$ and $PM_{10}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As shown in Table 4.3.A, construction emissions associated with the Project would be less than significant for VOC, $NO_x$, CO, $SO_x$, $PM_{2.5}$, and $PM_{10}$ exhaust emissions. Therefore, construction of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State AAQS. Impacts would be less than significant and no mitigation is required.

**Operational Emissions.** Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed Project.

$PM_{10}$ emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of $PM_{10}$ occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other particulate matter emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. Major sources of energy demand for the proposed Project could include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources like renewable energy producing fewer emissions than conventional sources. The Project would comply with the 2019 California Building Standards Code (California Code of Regulations, Title 24), including the major energy efficiency measures that are now required in all homes. The project would incorporate the following in building plans as a project design feature:

- Solar photovoltaic systems shall be installed.
- Low-emission water heaters shall be used. Solar water heaters are encouraged.
- Exterior windows shall utilize window treatments for efficient energy conservation.

The 2019 Title 24 standards also encourage demand responsive technologies including battery storage, heat pump water heaters, and building thermal envelope improvements through high performance attics, walls, and windows to improve comfort and energy savings.

Typically, area-source emissions consist of direct sources of air emissions located at the Project site, including architectural coatings and the use of landscape maintenance equipment. Area-source emissions associated with the Project would include emissions from the use of architectural coatings, consumer products, and landscaping equipment.

Long-term operational emissions associated with the proposed Project were calculated using CalEEMod. Based on trip generation factors provided in the Traffic Impact Analysis prepared for the proposed Project, the Project would generate 1,035 daily trips.[12] These trips were entered in CalEEMod and the fleet mixes adjusted to represent the expected vehicle mix for each land use. The modeling is compliant with SCAQMD Rule 445 and assumes that there would be no wood stoves and all fireplaces would be natural gas-fueled. The long-term operational emissions associated with the proposed Project are shown in Table 4.3.B.

### Table 4.3.B: Opening Year Regional Operational Emissions

| Source | Pollutant Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOCs | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Area | 3 | 2 | 12 | <1 | <1 | <1 |
| Energy | <1 | <1 | <1 | <1 | <1 | <1 |
| Mobile | 2 | 2 | 23 | <1 | 8 | 2 |
| **Total Project Emissions** | **5** | **4** | **35** | **<1** | **8** | **2** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (March 2020).
CO = carbon monoxide
lbs/day = pounds per day
$NO_x$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
$SO_x$ = sulfur oxides
VOC = volatile organic compounds

The results shown in Table 4.3.B indicate the proposed Project would not exceed the significance criteria for daily VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$ emissions. Therefore, operation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State AAQS and impacts would be less than significant. No mitigation is required.

**Localized Significance Analysis.** The SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.[13] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed Project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area (SRA), and the distance to the project. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. SCAQMD provides LST screening tables for 25 m, 50 m, 100 m, 200 m, and 500 m source-receptor distances. The closest existing sensitive receptors are residences across East Avenue, approximately 80 ft from the closest construction operations.

12 Fehr & Peers. 2018. *Draft Westbury Transportation Impact Study.* February.
13 SCAQMD. 2008. *Final Localized Significance Threshold Methodology.* July.

For the proposed Project, the appropriate SRA for the LST is the Northwest San Bernardino Valley area (SRA 32). The total area of the proposed Project is 3.76 ac. Based on SCAQMD methodology and the construction equipment planned, it is possible that the entire 3.76 ac could be disturbed on a peak day; thus, the 2 ac and 5 ac construction thresholds have been interpolated to derive 3.76 ac LSTs for construction emissions. For LST impacts, the SCAQMD guidance specifies that only on-site emissions are to be included. The CalEEMod construction results are delineated as on- or off-site. However, the CalEEMod operation results only show on- and off-site emissions combined. On-site operational emissions would primarily occur from stationary sources. While vehicle emissions would be the largest source of Project-related operational emissions, only a small portion would occur on the site. Based on anticipated travel routes, it is estimated that less than 5 percent of the overall vehicle travel would occur on site. A total of 5 percent is considered conservative because the following average trip lengths are assumed from the CalEEMod defaults: (1) 14.7 miles for home to work, (2) 5.9 miles for home to shopping, and (3) 8.7 miles for other types of trips. The average on-site distance driven is unlikely to be even 1,000 ft, which is approximately 2 percent of the total miles traveled. Considering the total trip length included in the CalEEMod, the 5 percent assumption is conservative.

Project construction emissions were compared to the LST screening tables in SRA 32, based on a 80 ft source-receptor distance and a 3.76 ac Project size. The results of the LST analysis, summarized in Tables 4.3.C and 4.3.D, indicate that the proposed Project would not result in an exceedance of a SCAQMD LST during Project construction or operation. Therefore, the proposed Project would result in less than significant localized air quality impacts during construction and operation and no mitigation is required.

### Table 4.3.C: Construction Localized Impacts Analysis

| Emissions Sources | Pollutant Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| On-Site Emissions | 42 | 22 | 9 | 6 |
| LSTs | **229** | **1,796** | **12** | **7** |
| **Significant Emissions?** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (March 2020).
Note: Source Receptor Area – Northwest San Bernardino Valley, 3.76 acres, receptors at 80 feet
CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size

### Table 4.3.D: Long-Term Operational Localized Impacts Analysis

| Emissions Sources | Pollutant Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| On-Site Emissions | 2 | 13 | <1 | <1 |
| **LSTs** | **229** | **1,795** | **3** | **2** |
| **Significant Emissions?** | **No** | **No** | **No** | **No** |

Source: Compiled by LSA (March 2020).
Note: Source Receptor Area – Northwest San Bernardino Valley, 3.76 acres, receptors at 150 feet, on-site traffic 5 percent of total.
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance thresholds
$NO_X$ = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$PM_{10}$ = particulate matter less than 10 microns in size

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

As identified above, the SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. The closest existing sensitive receptors are residences across East Avenue, approximately 80 ft from the closest construction operations.

The off-road diesel construction equipment during grading and excavation activities emits most of the toxic air contaminant (TAC) emissions during Project construction. Based on the SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of "Individual Cancer Risk", which is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime would contract cancer, based on the use of standard risk-assessment. California regulations limit idling from both on-road and off-road diesel-powered equipment. CARB enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].

Because the construction duration would last less than 2 years, and the phases that require the most heavy-duty diesel vehicle usage (e.g., grading) would last for a much shorter period of time (e.g., less than 1 month), Project construction would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. In addition, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not necessary or meaningful to evaluate long-term cancer impacts from construction activities that take place over a relatively short duration. There would also be no residual TAC emissions after construction. As such, the Project's construction TAC emission impact would be less than significant.

Construction of the proposed Project may expose sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce emissions by following SCAQMD standard construction practices. As shown in Table 4.3.C and Table 4.3.D, the proposed Project would not result in significant localized emissions during construction or operation. Therefore, once the Project is constructed, it would not be a source of

substantial pollutant emissions, and sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction or operation. This impact is considered less than significant and no mitigation is required.

Vehicular trips associated with operation of the proposed Project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed Project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. Reduced speeds and vehicular congestion at intersections result in increased CO emissions. As described in the Draft Westbury Transportation Impact Study (Fehr & Peers 2018), all study area intersections currently operate at a satisfactory level of service (LOS). With the addition of the proposed Project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all study area intersections surrounding the project site would continue to operate at satisfactory LOS.

Therefore, the Project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the Project area and the lack of traffic impacts at any surrounding intersections, Project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot-spot would occur, there would be no Project-related impacts on CO concentrations.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

Heavy-duty equipment on the Project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed Project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This impact would be less than significant and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required**.**

## 4.4 BIOLOGICAL RESOURCES

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

### Discussion

The following section is based on *Results of a Biological/Regulatory Overview for an 11.45-Acre Property (APN# 1100-191-04) Located in Rancho Cucamonga, San Bernardino County, California* (Biological Technical Report) (Glenn Lukos Associates, Inc., October 2016) and the *Arborist Heritage Tree Inventory at Westbury Project in Rancho Cucamonga, California* (Arborist Survey Report) (LSA, November 2017). These reports are included in Appendices B and C, respectively.

### Impact Analysis

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

The Project site is currently undeveloped and vacant, with the exception of a cell tower and a building pad associated with a CVWD pumping station along the southern property line. The Project site is vacant but highly disturbed with low growth consisting mostly of nonnative vegetation. According to the Biological Technical Report (Glenn Lukos Associates, Inc., October 2016; Appendix B), the Project site is highly disturbed due to long-established land use practices on the site, including disking and mowing. The disturbed condition of the Project site is generally not suitable to support special-status species, and no known candidate, sensitive, or special-status species were observed inhabiting the Project site during the general survey.

**Special-Status Animals.** Some special-status species have the potential to occur on site, including the burrowing owl (*Athene cunicularia*), Delhi sands flower-loving fly (DSF) (*Rhaphiomidas terminatus abdominalis*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), coast horned lizard (*Phrynosoma blainvillii*), silvery legless lizard (*Anniella pulchra pulchra*), ferruginous hawk (*Buteo regalis*), and loggerhead shrike (*Lanius ludovicianus*). According to the Biological Technical Report, most of these species have a low potential to occur on the Project site due to the lack of aquatic and/or suitable habitat and the highly disturbed nature of the Project site.

Although most of the species known to occur within the Project vicinity have a low potential of occurring on the Project site, the results of the Biological Technical Report indicate that several endangered, candidate, sensitive, or special-status species may be present on the Project site. Based on visits to the Project site and a review of soil maps, the Project site contains Tujunga gravelly loamy sand (72 percent of the site) and Tujunga loamy sand (28 percent of the site), both of which are known to support the DSF, which is federally listed as Endangered. The Project site also contains annual bur-sage (*Ambrosia acanthicarpa*), California croton (*Croton californicus*), California buckwheat (*Eriogonum fasciculatum*), sand aster (*Corethrogyne glandulifera*), and telegraph weed (*Heterotheca grandiflora*) on site, all of which, as previously stated, have been documented to be associated with the presence of DSF. As such, the Applicant would be required to comply with Mitigation Measure BIO-1, which itself requires the preparation of a DSF habitat assessment to ascertain the absence of DSF on the Project site. Compliance with Mitigation Measure BIO-1 would reduce potential impacts to DSF to a less than significant level.

According to the Biological Technical Report, the Project site also supports suitable habitat for the burrowing owl, which is a Federal and State Species of Special Concern. As such, implementation of Mitigation Measure BIO-2 would be required to minimize potential impacts to burrowing owls that may be present on site. Mitigation Measure BIO-2 requires the preparation of focused habitat surveys to confirm the presence/absence of burrowing owls on the Project site. If burrowing owls are determined to be present on the property, then the owls would need to be relocated following

accepted California Department of Fish and Wildlife (CDFW) protocols. Compliance with Mitigation Measure BIO-2 would reduce potential impacts to burrowing owls to a less than significant level.

The Biological Technical Report also concluded that the presence of the Los Angeles pocket mouse and San Bernardino kangaroo rat could not be ruled out on the Project site due to past mapping indicating the presence of both species in the Project area. Mitigation Measure BIO-3 requires a habitat assessment for small mammals to rule out the presence of sensitive small mammal species on the Project site, including the Los Angeles pocket mouse and the San Bernardino kangaroo rat. In the event the Los Angeles pocket mouse and San Bernardino kangaroo rat are identified on the site, Mitigation Measure BIO-3 outlines protocols to be followed to mitigate potential impacts to both species.

**Special-Status Habitat/Vegetation.** Although the Project site has the potential to contain sensitive animal species, the subject property is highly disturbed and does not support any special-status plants due to a lack of suitable habitat. According to the Biological Technical Report, the special-status plants evaluated for the property require habitat that is not present on the Project site. Additionally, the United States Fish and Wildlife Service (USFWS) Critical Habitat for Threatened and Endangered Species does not identify any locations of critical habitat within approximately 2 mi of the Project site.[14] The closest known critical habitat is approximately 2 mi to the north of the Project site.[15] Therefore, no impacts to sensitive or special-status species would result from implementation of the proposed Project, and no mitigation is required.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measures:**

**BIO-1** **Delhi Sands Flower-Loving Fly Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist (i.e., a permitted Delhi Sands flower-loving fly [DSF] biologist) shall conduct a survey for DSF habitat to determine if focused surveys for DSF are required. If focused DSF surveys are determined to be required, the Project Applicant will be required to conduct focused DSF surveys in accordance with United States Fish and Wildlife Service (USFWS) *Interim General Survey Guidelines for the Delhi Sands Flower-Loving Fly* (1996). USFWS protocol requires surveys to be conducted over the course of 2 consecutive years to confirm the absence of DSF. If no DSF habitat is observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to issuance of any grading permits, and no further action is required. If DSF is observed to be present on site

[14] United States Fish and Wildlife Service. Critical Habitat for Threatened & Endangered Species Webviewer. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77 (accessed May 24, 2019).

[15] The closest known critical habitat is within the foothills of the San Gabriel Mountains and contains San Bernardino Merriam's kangaroo rat.

during the pre-construction clearance survey, consultation with the USFWS shall occur to determine the next appropriate steps. Areas currently occupied by DSF habitat shall be avoided to the extent feasible. If DSF habitat cannot be avoided, replacement of habitat at a 1:1 ratio, or as required by the USFWS, shall be implemented. Project effects to DSF must be fully mitigated through avoidance or the replacement of habitat on or off site in coordination with the USFWS and the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities.

**BIO-2** **Burrowing Owl Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a survey for burrowing owls to determine if suitable burrows (i.e., greater than 3.5 inches in diameter) are present in and adjacent to the area of ground disturbance. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation." The protocol is four site visits per focused survey on Project sites with suitable habitat areas and areas known to have suitable nesting burrows. As part of these surveys, the quantity and location of nesting/migratory burrowing owls would be determined. If no burrowing owl(s) are observed on site during the pre-construction clearance survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to issuance of any grading permits, and no further action is required. If burrowing owl(s) are observed on site during the pre-construction clearance survey, consultation with the California Department of Fish and Wildlife (CDFW) shall occur to determine the next appropriate steps. Additional focused surveys may be warranted as determined by the CDFW to determine the quantity and location of nesting/migrating burrowing owls. Areas currently occupied by burrowing owls shall be avoided for the duration of their on-site residency and/or nesting period. If burrowing owls cannot be avoided by the proposed Project, then additional measures such as passive relocation during the nonbreeding season may be utilized to reduce any potential impacts. Burrow exclusion involves the installation of one-way doors in burrow openings during the nonbreeding season to temporarily or permanently exclude burrowing owls and to close burrows after verifying through site monitoring and scoping that the burrows are empty. Existing or artificial burrows situated less than 75 meters from the Project site are the ideal scenario for successful passive relocation. Additional factors for successful passive relocation are included in the CDFW 2012 *Staff Report on Burrowing Owl Mitigation.* When a qualified biologist is able to determine that burrowing owls are no longer occupying the Project site and that passive relocation has been deemed successful, construction activities may continue. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities.

**BIO-3** **Los Angeles Pocket Mouse and San Bernardino Kangaroo Rat Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist (i.e., a permitted biologist allowed to handle the Los Angeles pocket mouse and the San Bernardino kangaroo rat) shall conduct a survey to identify suitable habitat for the Los Angeles pocket mouse and the San Bernardino kangaroo rat during the appropriate season of these species (generally May 1 to September 15). Should suitable habitat be identified on the site, the qualified biologist shall conduct 5 nights of small mammal trapping in accordance with protocol established by the USFWS and the CDFW. If the Los Angeles pocket mouse is identified on the site, occupied habitat shall be fenced and avoided to the extent feasible.

In the event that the San Bernardino kangaroo rat is identified on the site, consultation with the USFWS shall occur. The USFWS shall identify measures to be taken to avoid or minimize adverse Project effects to these species and their habitat. Such measures may include, but are not limited to, the following: (1) avoidance of the occupied habitat, (2) enhancement of habitat, or (3) conservation of off-site suitable habitat, or any other measures as determined by USFWS.

A final letter report shall be prepared by the qualified biologist documenting the results of the survey and any mitigation measures that are implemented as part of the Project, if such measures are required. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

The Project site is vacant but highly disturbed with low growth of mostly nonnative vegetation. Based on the results of database searches and field surveys conducted as part of the Biological Technical Report, the Project site does not support any special-status or sensitive riparian habitat as identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in a local or regional plan would result from Project implementation, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

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

The State Water Resources Control Board (SWRCB) is currently proposing a *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (State Wetlands

Procedures, formerly known as the State Wetland and Riparian Area Protection Policy) (SWRCB 2019). The State Wetlands Procedures consist of four main components: (1) a wetland definition; (2) a framework for determining if a feature that meets the wetland definition is a water of the State; (3) wetland delineation procedures; and (4) procedures for the submittal, review, and approval of applications for Water Quality Certifications and Waste Discharge Requirements (WDRs) for dredge or fill activities. In an effort to catalog the State's water resources, the California Aquatic Resources Inventory (CARI) is being developed and includes a dataset of resources cataloged in the CARI that show there are no aquatic resources on the Project site or immediate vicinity.[16] According to the USFWS National Wetlands Inventory, East Etiwanda Creek is approximately 400 ft east of the Project site across East Avenue. Additionally, a drainage basin lies approximately 530 ft west of the Project boundary.[17] However, due to the distance from the proposed area of development to these aquatic resources, development of the Project site is unlikely to impact these nearby aquatic resources.

The Project site is vacant but highly disturbed with low growth of mostly nonnative vegetation. According to the Biological Technical Report and the National Wetlands Inventory, the Project site does not contain federally protected wetlands,[18] as defined by Section 404 of the Clean Water Act, nor does it contain State-protected wetlands, as defined by the State Wetlands Procedures. Therefore, implementation of the proposed Project would not have a substantial adverse effect on state or federally protected wetlands.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

The Project site is currently undeveloped but is located in an urban area. Because urban development surrounds the site, the proposed Project site does not function as a wildlife movement corridor. Species that are found on the site either fly onto the site or are able to navigate on the ground through long stretches of urban development. Therefore, the Project site does not contain any native resident or migratory fish, wildlife species, or wildlife corridors. In addition, no portion of the Project site or the immediately surrounding areas contains an open body of water that serves as a natural habitat in which fish could exist.

The property contains vegetation (trees, shrubs, and herbaceous vegetation) with the potential to support nesting birds. The presence of vegetation with the potential to support nesting birds may represent a seasonal constraint to development if not removed at the appropriate time of the year.

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16 California Aquatic Resources Inventory. 2016. EcoAtlas: Existing Aquatic Resources. Website: https://www.ecoatlas.org/regions/ecoregion/south-coast (accessed June 13, 2019).

17 United States Fish and Wildlife Service. 2020. National Wetlands Inventory. Webviewer: https://www.fws.gov/wetlands/data/Mapper.html

18 Ibid.

The proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Department of Fish and Game Code. Therefore, implementation of the proposed Project would be subject to the provisions of the MBTA, which prohibits disturbing or destroying active nests. Project implementation must be accomplished in a manner that avoids impacts to active nests during the breeding season. Therefore, if Project construction occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to ground- and/or vegetation-disturbing activities to confirm the absence of nesting birds. As documented in RCM-BIO-1, avoidance of impacts can be accomplished through a variety of means, including establishing suitable buffers around any active nests. RCM-BIO-1 would ensure that impacts to nesting birds would be less than significant.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures**: No mitigation is required, but the proposed Project would be required to adhere to the MBTA and applicable sections of California Fish and Game Code, as detailed in RCM-BIO-1.

**RCM-BIO-1** **Migratory Bird Treaty Act and Fish and Game Code Section 3503.** In the event that construction, vegetation clearing, or grading activities (including disking and demolition) should occur between February 1 and September 15, the Project Applicant/Developer (or its contractor) shall retain a qualified biologist (i.e., a professional biologist who is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the biologist shall establish suitable buffers around the active nests (e.g., as much as 500 ft for raptors and 300 ft for nonraptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Prior to commencement of grading activities, the Director of the Rancho Cucamonga Planning Department, or designee, shall verify that all Project grading and construction plans include specific documentation regarding the requirements stated above, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.

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

Section 17.16.080 of the City's Municipal Code requires that a tree removal permit be obtained for the removal of any tree considered to be a heritage tree. A heritage tree is defined as any tree that

meets at least one of the following criteria: all eucalyptus windrows; any tree in excess of 30 ft tall and having a single trunk DBH of 20 inches or more; multi-trunk trees having a total DBH of 30 inches or more; a stand of trees, each of which depends on the others for survival; or any other tree as may be deemed historically or culturally significant by the City Planning Director because of its age, size, condition, location, or aesthetic qualities.

According to the Arborist Survey Report (LSA, November 2017; Appendix C), 33 trees identified on site would be removed as part of the proposed Project. Based on the results of the on-site tree inventory survey conducted for the Project, each of the assessed trees meet the City's requirements to be considered a heritage tree, either because the subject tree is part of a eucalyptus windrow or because it meets the size criteria of being both in excess of 30 ft tall and having a single trunk DBH of 20 inches or more, or having a combined multi-trunk DBH of 30 inches or more. As required by RCM-BIO-2, the Applicant would obtain tree removal permits prior to the removal of any on-site trees and the issuance of any grading permits.

With implementation of RCM-BIO-2, potentially significant impacts related to tree removal would be less than significant. No mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measure:** No mitigation is required, but the proposed Project would be required to comply with the Rancho Cucamonga Municipal Code as described in RCM-BIO-2.

**RCM-BIO-2** **Tree Replacement.** Prior to issuance of grading permits or the removal of any on-site trees, the City of Rancho Cucamonga (City) Planning Department Director, or designee, shall verify that the Project Applicant has obtained tree removal permits in accordance with the provisions outlined in Section 17.16.080 of the Rancho Cucamonga Municipal Code. As outlined in Section 17.16.080 of the City's Municipal Code, a tree removal permit shall by required for the removal of all heritage trees on private properties within Rancho Cucamonga, unless expressly stated in Section 17.16.080 (Exceptions).

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

The Project site is currently vacant and undeveloped, but it is located in an urban area. The Project site is not located in or adjacent to an existing or proposed Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP. The City is a participant in the Draft Etiwanda Heights Neighborhood & Conservation Plan, which, among other goals, seeks to conserve as much of the Planning Area as rural open space and habitat conservation as feasible.[19] However, the Project site is not within the Etiwanda Heights Conservation Plan area.

[19] City of Rancho Cucamonga. 2019. Etiwanda Heights Neighborhood & Conservation Plan.

Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

## 4.5 CULTURAL RESOURCES

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

### Discussion

The following section is based on the *Cultural Resources Assessment Report, Westbury, Rancho Cucamonga, San Bernardino, California* (Cultural Resources Assessment) (LSA, January 2018) and the *Paleontological Analysis of the Westbury Project, Rancho Cucamonga, San Bernardino County, California* (Paleontological Resources Assessment) (LSA, January 2018). These reports are included in Appendices D and E, respectively.

### Impact Analysis

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

CEQA defines a "historical resource" as a resource that meets one more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]).

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria:

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

2. Associated with the lives of persons important to local, California, or national history;

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

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

As detailed in the Cultural Resources Assessment (LSA, January 2018; Appendix D), a records search was conducted on November 13, 2017, to identify historic resources in the Project area. The records search was conducted by Isabela Kott at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System and California State University, Fullerton. The SCCIC houses the pertinent archaeological and historic site and survey information necessary to determine whether cultural resources are known to exist within the Project area. In addition, the California Points of Historical Interest, California Historical Landmarks, the California Register, the National Register of Historic Places (National Register), and the California State Historic Properties Directory listings were reviewed.

The results of the records search indicate that three cultural studies have been conducted within portions of the Project area. The two closest resources to the Project site include one historic single-family residence and a historic road. Both historic resources are within 0.0125 mi of the site but are not located on the property. As such, there are no historical resources (as defined in §15065.5 of the *State CEQA Guidelines*) located on the Project site. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

As previously stated, the Cultural Resources Assessment included a records search at the SCCIC to identify previously recorded historic and prehistoric resources in the Project area and previously completed cultural resources surveys and excavations within 1 mi of the Project site. The results of the records search indicated that three cultural resource surveys have been conducted within the Project area, with an additional 49 studies conducted outside the 1 mi radius. Previous cultural work in the area has resulted in 24 resources being recorded within 1 mi of the Project site; however, none of these resources are within the Project site boundaries. As previously stated, the two closest resources include a historic single-family residence and a historic road.

In addition to a records search, an archaeological pedestrian survey of the entire Project site was conducted by LSA archaeologist Gini Austerman on November 26, 2017. The purpose of the field survey was to locate any known cultural resources, if present, and to determine their current status, update documentation, and identify any unrecorded cultural resources visible on the surface of the Project site. During the pedestrian survey, a scattering of modern trash was noted throughout the Project site and a row of nonnative windrow trees was noted along the southern and eastern boundaries. No evidence of previous residence buildings was noted.

Although no cultural resources were identified on the site by the records search or during the field survey, historic maps indicated the Project area was developed as early as the 1890s and near the Project site prior to 1954. As such, archaeological monitoring during construction activities is required due to the possibility of disturbing unknown archaeological resources during ground-

disturbing activities (Mitigation Measure CUL-1). If cultural resources are encountered during ground-disturbing work, construction activities in the area of the find will stop and the resource will be evaluated for significance. Implementation of Mitigation Measure CUL-1 would reduce the impact of the proposed Project on the significance of archaeological resources to a less than significant level.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measure:**

**CUL-1** **Archaeological Monitoring.** Prior to the issuance of grading permits, the Applicant shall provide a letter to the Director of the City of Rancho Cucamonga Planning Department, or designee, from a qualified archaeologist (who meets Secretary of the Interior Standards) who has been retained to provide archaeological monitoring during ground-disturbing Project activities. The archaeologist shall attend the pre-grading meeting to establish procedures for an archaeological monitoring program. Those procedures shall include provisions for temporarily halting or redirecting work to permit sampling, identification, and evaluation of resources deemed by the archaeologist to potentially be historical resources or unique archaeological resources. These procedures shall be submitted to, reviewed by, and approved by the Director of Planning, or designee, prior to issuance of the grading permit and prior to any surface disturbance on the Project site. The archaeological monitor will be present and on site during all ground-disturbing activities. Should any cultural resources be discovered, no further grading shall occur in the immediate vicinity of the discovery (precise area to be determined by the archaeologist in the field, but shall be at least 50 feet) until the Director of Planning, or designee, is satisfied that the appropriate treatment of the resource has occurred. Any finds dating to the pre-contact period shall be also assessed by a representative from the San Manuel Band of Mission Indians and from the Gabrieleño Band of Mission Indians – Kizh Nation to determine whether the find constitutes a "tribal cultural resource" as defined in PRC Section 21074 (as detailed in TRC-1). If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in TRC-1. An archaeological monitoring report shall be prepared following completion of archaeological monitoring, and a copy of the report shall be submitted to the South Central Coastal Information Center (SCCIC).

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

**c) Would the project disturb any humans remains, including those interred outside of formal cemeteries?**

There are no known human remains interred on the Project site. While the potential to encounter human remains is low, buried and undiscovered human remains may be present below the ground

surface. Disturbing human remains could violate the State's Health and Safety Code as well as destroy the resource. In the unlikely event that human remains are encountered during ground-disturbing activities, the proper authorities would be notified in compliance with State Health and Safety Code Section 7050.5 and PRC Section 5097.98, which require that no further disturbance occur in the event of a discovery or recognition of any human remains on site and that the County Coroner be notified immediately. The contractor, Developer, and County Coroner are required to comply with the provisions of California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions (specified in RCM-CUL-1), would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law.

**Significance Determination:** Less Than Significant Impact

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required. However, RCM-CUL-1 is a standard condition based on State law related to the discovery of human remains. This Regulatory Compliance Measure is applicable to the proposed Project and shall be incorporated to ensure that the Project has minimal impacts related to unknown buried human remains.

**RCM-CUL-1** **Human Remains.** In the event that human remains are encountered on the Project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately, consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted acess to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

## 4.6 ENERGY

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Result in a 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

The proposed Project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below are based on data included in the CalEEMod output, which is included in Appendix A of the *Air Quality and Greenhouse Gas Analysis* (provided in Appendix A of this report).

### Impact Analysis

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

**Construction-Period Energy Use**. The anticipated construction schedule assumes that the proposed Project would be built over approximately 18 months. The proposed Project would require site preparation, grading, building construction, paving, and architectural coating activities during construction.

Construction of the proposed Project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Based on the proposed Project's anticipated construction schedule and equipment, the proposed Project would consume 54,678 gallons of diesel fuel.[20] Based on fuel consumption obtained from EMFAC2017, approximately 290.2 million gallons of diesel fuel would be consumed from vehicle trips in San Bernardino County in 2020. As such, construction of the proposed Project would increase the annual diesel fuel use in San Bernardino County by approximately 0.02 percent. As such, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, construction activities are not anticipated to result in an inefficient use of energy, as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. Energy usage on the Project site during

[20] California Air Resources Board, 2020. *MSEI - Documentation - Off-Road - Diesel Equipment*. Website: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road (accessed March 2020).

construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant.

**Operational Energy Use.** Energy consumed by the proposed Project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the Project. Energy and natural gas consumption was estimated for the Project using default energy intensities by building type in CalEEMod. In addition, as discussed in Section 4.3, Air Quality, the proposed Project would comply with the 2019 California Building Standards Code (California Code of Regulations, Title 24) , including the major energy efficiency measures that are now required in all homes. The Project will incorporate the following in building plans as a project design feature:

- Solar photovoltaic systems shall be installed.
- Low-emission water heaters shall be used. Solar water heaters are encouraged.
- Exterior windows shall utilize window treatments for efficient energy conservation.

The 2019 Title 24 standards also encourage demand responsive technologies including battery storage and heat pump water heaters and building thermal envelope improvements through high performance attics, walls and windows to improve comfort and energy savings. The proposed Project's compliance with 2019 Title 24 standards was accounted for in CalEEMod. Electricity and natural gas usage estimates associated with the proposed Project are shown in Table 4.6.A.

### Table 4.6.A: Estimated Annual Energy Use of the Proposed Project

| Land Use | Electricity Use (kWh per year) | Natural Gas Use (therms per year) | Gasoline (gallons per year) |
|---|---|---|---|
| Apartments—Low-Rise | 318,347 | 10,204 | 148,460 |
| General Office Building[1] | 5,819 | 21 | 2,155 |
| Strip Mall | 10,061 | 18 | 5,190 |
| Parking Lot | 35,000 | 0 | 0 |
| Other Non-Asphalt Surfaces | 0 | 0 | 0 |
| **Total** | **369,227** | **10,243** | **155,805** |

Source: LSA (March 2020).
[1]The energy usage for general office buildings was used to calculate the energy usage for the four commercial-ready units.
kWh = kilowatt-hour

The proposed Project would also result in energy usage associated with gasoline to fuel Project-related trips. Based on the CalEEMod analysis, the proposed Project would result in 3,427,738 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[21] Therefore, using the EPA fuel economy estimates for 2015, the

[21] U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed June 2019).

proposed Project would result in the consumption of approximately 155,805 gallons of gasoline per year. Table 4.6.A shows the estimated potential increased electricity, natural gas, and gasoline demand associated with the proposed Project.

As shown in Table 4.6.A, the estimated potential increased electricity demand associated with the proposed Project is 369,227 kilowatt-hours (kWh) per year. In 2018, California consumed approximately 284,436 gigawatt-hours (GWh) (284,436,261,624 kWh).[22] Of this total, San Bernardino County consumed 15,634 GWh (15,633,655,242 kWh).[23] Therefore, electricity demand associated with the proposed Project would be less than 0.01 percent of San Bernardino County's total electricity demand.

In addition, as shown in Table 4.6.A, the estimated potential increased natural gas demand associated with the proposed Project is 10,243 therms per year. In 2018, California consumed approximately 12,666 million therms or 12,666,389,562 therms, while San Bernardino County consumed approximately 500 million therms or 500,082,474 therms.[24] Therefore, natural gas demand associated with the proposed Project would be less than 0.01 percent of San Bernardino County's total natural gas demand.

The proposed Project would also result in energy usage associated with gasoline to fuel Project-related trips. As shown above in Table 4.6.A, vehicle trips associated with the proposed Project would consume approximately 155,804 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[25] Therefore, gasoline demand generated by vehicle trips associated with the proposed Project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed Project would be constructed to 2019 Title 24 standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Construction and operation-period impacts related to consumption of energy resources would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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22 California Energy Commission. 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed March 2020).

23 Ibid.

24 Ibid.

25 California Energy Commission. 2017. *California Gasoline Data, Facts, and Statistics.* Website: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed June 2019).

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

In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report.[26] The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California electricity reliability, the natural gas outlook, and climate adaptation and resiliency. The City of Rancho Cucamonga relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

As indicated above, energy usage on the Project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. As shown above, the proposed Project would avoid the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Potential impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

[26] California Energy Commission, 2019. *2019 Integrated Energy Policy Report.* California Energy Commission. Docket # 19-IEPR-01.

## 4.7 GEOLOGY AND SOILS

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii. Strong seismic ground shaking? | ☐ | ☒ | ☐ | ☐ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☒ |
| iv. Landslides? | ☐ | ☐ | ☒ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☐ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☒ | ☐ | ☐ | ☐ |

### Discussion

The following section is based on the *Geotechnical Investigation, Proposed Residential Development, West of East Avenue and Approximately 500 Feet North of Foothill Boulevard, APN 1100-191-04-000, City of Rancho Cucamonga, California* (Geotechnical Investigation) (Leighton and Associates, Inc., October 2016). This report is included in Appendix F.

### Impact Analysis

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

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?**

As with all of Southern California, the Project site is subject to strong ground motion resulting from earthquakes on nearby faults. There are, however, no known faults crossing the Project site.

According to the Geotechnical Investigation, the closest mapped active faults is the Cucamonga Fault approximately 4.5 mi to the north. The San Bernardino section of the San Jacinto Fault Zone is also approximately 6.8 mi northeast of the site. The Project site is not within an Alquist-Priolo Fault Hazard Zone. As such, the chance for surface fault rupture, during or as a consequence, of seismic activity is considered unlikely. Therefore, the proposed Project would not expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

**ii. Strong seismic ground shaking?**

The Project site, like all of Southern California, is in an active seismic region. Ground shaking resulting from earthquakes associated with both nearby and more distant faults is likely to occur. The Project site is located in the north-central portion of the Chino Basin, in the northern area of the Peninsular Ranges Geomorphic Province. As previously stated, the Project site is located approximately 4.5 mi south of the Cucamonga Fault Zone and 6.8 mi southwest of the San Bernardino section of the San Jacinto Fault Zone. As discussed in Response 4.6(a)(i,) the Project site is not located within an Alquist-Priolo Special Studies Zone. In addition to the Cucamonga Fault Zone and the San Bernardino section of the San Jacinto Fault Zone, there are five active faults within the region: (1) an un-named fault near Fontana; (2) the Red-Hill Etiwanda Avenue Fault; (3) the Sierra Madre Fault Zone; (4) the San Jose Fault; and (5) the Central Avenue Fault, which are 3.5, 3.6, 4.0, 13.9, and 14.1 mi from the Project site, respectively.[27] During an earthquake along these faults or others, seismically induced ground shaking would be expected to occur. The severity of the shaking would be influenced by the distance of the site from the seismic source, the soil conditions, and the depth to groundwater.

Ground shaking generated by fault movement is considered a potentially significant impact that may affect the proposed Project. Mitigation Measure GEO-1 requires that the Project Applicant comply with the recommendations of the Geotechnical Investigation, the most current California Building Code (CBC), and the City Building Code, which stipulates appropriate seismic design provisions that shall be implemented with Project design and construction. With the implementation of Mitigation Measure GEO-1, potential Project impacts related to seismic ground shaking would be reduced to a less than significant level.

[27] United States Geological Survey. U.S. Quaternary Faults Webviewer. Website: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf (accessed March 9, 2020).

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measure:**

**GEO-1** **Compliance with the Recommendations in the Geotechnical Study.** All grading operations and construction shall be conducted in conformance with all of the recommendations included in the geotechnical document prepared by Leighton and Associates, Inc., titled *Geotechnical Investigation, Proposed Residential Development, West of East Avenue and Approximately 500 Feet North of Foothill Boulevard, APN 1100-191-04-000, City of Rancho Cucamonga* (October 5, 2016). Recommendations found in the geotechnical document address topics including, but not limited to:

- General earthwork and grading, including site preparations, over-excavation and re-compaction, fill placement and compaction, importing of fill soil, shrinkage and subsidence, rippability, and oversized material;
- Foundations, including minimum embedment and width, allowable bearing, lateral load resistance, increase in bearing and friction, and settlement estimates;
- Slabs-on-grade, including subgrade moisture conditioning, concrete and structural design thickness, and slab underlayment for moisture vapor retarding;
- Seismic design parameters;
- Retaining walls;
- Pavement design; and
- Infiltration testing.

Additional site grading, foundation, and utility plans shall be reviewed by the Project Geotechnical Consultant prior to construction to check for conformance with all of the recommendations of the Geotechnical Investigation (Leighton 2016). Grading plan review shall also be conducted by the City of Rancho Cucamonga (City) City Engineer, or designee, prior to the start of grading to verify that requirements developed during the preparation of geotechnical documents have been appropriately incorporated into the Project plans. Design, grading, and construction shall be performed in accordance with the requirements of the City Building Code and the California Building Code (CBC) applicable at the time of grading, as well as the recommendations of the Project Geotechnical Consultant as summarized in the final Geotechnical Report subject to review by the City Engineer, or designee, prior to the start of grading activities. The final Geotechnical Report shall present the results of observation and testing done during grading activities.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

**iii. Seismic-related ground failure, including liquefaction?**

Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesion-lacking (sandy) soil; and (3) earthquake-generated seismic waves. Liquefaction effects can manifest in several ways, including (1) loss of bearing, (2) lateral spread, (3) dynamic settlement, and (4) flow failures.

According to the Geology and Soils Element (2010c) of the City's General Plan Program Environmental Impact Report (EIR), only three small areas in the southwestern portion of Rancho Cucamonga have perched water conditions that could be subject to liquefaction. One of these areas, south of the Base Line Road and Hellman Road intersection in the southwestern portion of Rancho Cucamonga, is approximately 5.1 mi from the Project site. However, regional mapping indicates that much of the sediment in this area may be too dense to liquefy.[28]

The liquefaction susceptibility of the on-site subsurface soils was evaluated as part of the Geotechnical Investigation prepared for the proposed Project. The Geotechnical Investigation used a standard penetration test (SPT) to analyze the liquefaction potential on the Project site. SPT is an in-situ dynamic penetration test designed to provide information on the geotechnical engineering properties of soil. Based on this testing, current groundwater levels were identified deeper than 51.5 feet below ground surface (bgs). As such, the Geotechnical Investigation determined that the potential for liquefaction at the site was very low. Therefore, there would be no impact related to liquefaction, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

**iv. Landslides?**

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes in areas with significant ground slopes. According to the Geology and Soils Element (2010c) of the City's General Plan, potential landslides or slope failure are expected in areas with steep slopes at the northwestern corner of Rancho Cucamonga. Steep slopes are found along Cucamonga Creek and at the foothills north of the city.

According to the Geotechnical Investigation, the site is relatively flat and lacks significant slopes. As such, the site is not considered susceptible to static slope instability or seismically induced

[28] City of Rancho Cucamonga. 2010c. General Plan EIR. Chapter 4.7: Geology and Soils.

landslides. Therefore, the potential for impacts related to seismically induced landslides is less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

During construction of the proposed Project, soil would be exposed and there would be increased potential for soil erosion and siltation compared to existing conditions. During storm events, erosion and siltation could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as discussed in Section 4.10, Hydrology and Water Quality.

As discussed in further detail in Section 4.10, the proposed Project would increase impervious surface area on the Project site to approximately 5 ac, which would increase the volume and velocity of stormwater runoff from the Project site. The remaining portion of the site would primarily be landscaping, which would minimize on-site erosion and siltation.

As the Project site is relatively flat, soil erosion can be controlled via implementation of standard erosion control practices. Additionally, impervious surface areas associated with development of the Project site are not prone to erosion or siltation. Erosion and siltation would be minimal in the proposed landscaped areas. In the undeveloped areas, erosion and siltation would be similar to the existing condition.

As discussed in RCM-WQ-1 in Section 4.10, the proposed Project would comply with the Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction BMPs to reduce impacts to water quality during construction, including impacts associated with soil erosion and siltation. Furthermore, the exposure of soils during construction would be short-term and subject to requirements established by the NPDES. With incorporation of construction BMPs as required by RCM-WQ-1, impacts related to erosion during construction would be reduced to a less than significant level. Therefore, impacts related to erosion and loss of topsoil would be less than significant and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Regulatory Compliance Measures:** No mitigation is required; refer to RCM-WQ-1.

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

Landslides and other forms of mass wasting, including mudflows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response 4.6(a)(iv), above, the Project site and

surrounding area lack natural slopes and are underlain by materials that are stable under static conditions; there is a very low potential for landsliding to occur from a seismic event. Moreover, the Project site is not within a State-designated hazard zone for seismically induced landslides.[29]

Although no indications of landslide activity or gross slope instability were observed at the Project site during the Geotechnical Investigation, grading activities during construction would produce temporary construction slopes in some areas. Unstable cut-and-fill slopes could create significant short-term and long-term hazards on and off site. All excavations must be performed in accordance with the City and State Building Codes and the State Division of Occupational Safety and Health requirements. Utility trenches would be supported either by layback excavations or shoring, in accordance with Occupational Safety and Health Administration standards. Temporary backcuts, if required during removal of unsuitable soils, would be reviewed and approved by the Project Geotechnical Consultant. With implementation of the recommendations in the Geotechnical Investigation (as required in Mitigation Measure GEO-1), potential impacts related to slope instability would be reduced below a level of significance.

Subsidence, the sinking of the land surface due to oil, gas, and water production, causes loss of pore pressures as the weight of the overburden compacts the underlying sediments. No subsidence associated with fluid withdrawal is known to have occurred on or in the vicinity of the Project site, and no mitigation is required.[30]

As stated above in Response 4.6(a)(iii), with groundwater encountered at depths greater than 50 ft bgs, there is a very low potential for liquefaction to occur due to a seismic event. Therefore, impacts related to unstable soils would be less than significant, and no mitigation is required.

Seismically induced settlement consists of dry dynamic settlement (above groundwater) and liquefaction-induced settlement (below groundwater). During a strong seismic event, seismically induced settlement can occur within loose to moderately dense sandy soil due to reduction in volume during, and shortly after, an earthquake event. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. According to the Geotechnical Investigation, on-site soils are susceptible to less than 1 inch of seismic settlement based on the maximum considered earthquake. Differential settlement due to seismic loading is assumed to be less than 0.5 inch over a horizontal distance of 40 ft based on the maximum considered earthquake. This level of seismic settlement does not present a significant risk for building collapse. Therefore, impacts related to seismically induced settlement would be less than significant, and no mitigation is required.

**Significance Determination**: Potentially Significant Impact.

**Mitigation Measures**: Refer to Mitigation Measure GEO-1.

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29 California Department of Conservation. California Geological Survey. California Earthquake Hazards Zone Application. Earthquake Zones of Required Investigation Webviewer. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/ (Accessed March 9, 2020).

30 City of Rancho Cucamonga. 2010c. General Plan EIR. Chapter 4.7: Geology and Soils.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

Expansive soils contain types of clay materials that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Based on laboratory testing in the Geotechnical Investigation, the soils on the Project site consist of granular materials (silty sand, coarse sand with gravel, and gravel with coarse sand). These soils are expected to have very low expansion potential. Therefore, impacts related to expansive soils would be less than significant, and no mitigation is required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

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

The proposed Project does not include construction of septic tanks or connections to septic systems or alternative wastewater disposal systems. Therefore, the proposed Project would not result in impacts related to the soil's capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

In order to determine impacts on paleontological resources, a Paleontological Resources Assessment (LSA; January 2018) (Appendix E) was conducted for the Project. As part of this analysis, a locality search of the paleontological records maintained at the Natural History Museum of Los Angeles County (LACM) was conducted. The results of the literature review indicate that the Project site is located at northern end of the Peninsular Ranges Geomorphic Province, a 900 mi long northwest-southeast-trending structural block that extends from the Transverse Ranges in the north to the tip of Baja California in the south and includes the Los Angeles Basin.

Geologic mapping of the Project area indicates that the Project site contains late Holocene (less than 4,200 years ago) Very Young Alluvial Fan Deposits to early Holocene to late Pleistocene (4,200 to 126,000 years ago) Young Alluvial Fan Deposits. Young Alluvial Fan Deposits consist of

unconsolidated silt, sand, and gravel. Cobble- and boulder-size clasts are also present and are more abundant closer to hills and mountains.

Although Holocene deposits can contain remains of plants and animals, only those from the middle to early Holocene (4,200 to 11,700 years ago) are considered scientifically important. No records of fossils from the middle to early Holocene in the Project area are known at this time. However, these Holocene deposits overlie older Pleistocene deposits, which have produced scientifically important fossils elsewhere in the region. There is a potential to find these types of fossils in the older sediments below the Very Young Alluvial Fan Deposits within the Young Alluvial Fan Deposits at depths of approximately 15 ft or more. As such, these deposits on the Project site have a low paleontological sensitivity above 15 ft and a high sensitivity below that mark.

According to the locality search conducted by the LACM, there are no known fossil localities on the Project site. The locality search confirms that the Project site is underlain by deposits of younger Quaternary alluvium, which typically do not contain scientifically significant fossils in the uppermost layers but may produce important fossils at depth. The closest vertebrae locality in these older Quaternary deposits is LACM 7811, southwest of the Project site along Sumner Avenue north of Cloverdale Road. This locality produced a specimen of whipsnake at a depth of 9 to 11 ft bgs. The next closest locality is LACM 1207, further south of the Project site between Corona and Norco. That locality yielded a specimen of deer.

Based on the findings of the fossil locality search, shallow excavations in the younger Quaternary alluvium are unlikely to recover any scientifically significant vertebrae remains. In addition, the potential for paleontological resources on the Project site is considered low because the site contains Very Young Alluvial Fan Deposits and Young Alluvial Fan Deposits (which have low paleontological sensitivity from the surface to a depth of 15 ft and high sensitivity below that mark). Ground-disturbing activities on the site are not anticipated to extend deeper than 9 ft. Therefore, it is unlikely that construction activities would result in impacts to paleontological resources. However, in the unlikely event that fossil remains are encountered on the site, a paleontologist shall be contacted to assess the discovery for scientific significance and make recommendations regarding the necessity to develop paleontological mitigation (including paleontological monitoring, collection, stabilization, and identification of observed resources; curation of resources into a museum repository; and preparation of a monitoring report of findings) as required by Mitigation Measure GEO-2. With implementation of Mitigation Measure GEO-2, impacts would be reduced to a less than significant level.

At the completion of Project construction, the proposed Project would not result in further disturbance of native soils on the Project site. Therefore, operation of the proposed Project would not result in a substantial adverse change in the significance of a paleontological resource as defined in Section 15064.5 of the *State CEQA Guidelines*.

**Significance Determination**: Potentially Significant Impact.

**Mitigation Measure:**

**GEO-2** **Unknown Paleontological Resources.** In the event that paleontological resources are encountered during Project excavation activities, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and make recommendations regarding further paleontological mitigation as needed. If Project plans change to include excavation below a depth of 15 feet (ft), a paleontologist shall be hired to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this Project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the Project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading. Excavation and grading activities in deposits with high paleontological sensitivity (Very Young Alluvial Fan Deposits and Young Alluvial Fan Deposits, Unit 1 below a depth of 15 ft) shall be monitored by a paleontological monitor following a PRIMP. No monitoring is required for excavation in deposits with low paleontological sensitivity (Very Young Alluvial Fan Deposits and Young Alluvial Fan Deposits, Unit 1 from the surface to a depth of 15 ft).

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

## 4.8 GREENHOUSE GAS EMISSIONS

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

### Discussion

The analysis in this section is based on the findings of the *Air Quality and Greenhouse Gas Analysis* (LSA, March 2018). The Air Quality and Greenhouse Gas Analysis is included in this IS/MND as Appendix A.

### Technical Background

Greenhouse gases (GHGs) are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), $O_3$, and water vapor. Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is causing global warming. While manmade GHGs include naturally occurring GHGs such as $CO_2$, $CH_4$, and $N_2O$, some gases, like hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$), are completely new to the atmosphere.

For the purposes of planning and regulation, CCR Section 15364.5 defines GHGs to include, but not be limited to, $CO_2$, $CH_4$, $N_2O$, HFCs, PFCs, and $SF_6$. Fossil fuel consumption in the transportation sector (e.g., on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions, making up about one-fourth of total emissions.

The *State CEQA Guidelines* encourage Lead Agencies to consider many factors in conducting a CEQA analysis but preserve the discretion granted by CEQA to Lead Agencies in making their determinations. Section 15064.4 of the *State CEQA Guidelines* specifies how Lead Agencies may develop and employ thresholds of significance for GHG emissions. *State CEQA Guidelines* Section 15064.4 states:

> (b) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and

factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

(c) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

*State CEQA Guidelines* Section 15064(b) provides that "the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." The *State CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of the *State CEQA Guidelines* requirements for cumulative impact analysis.

As such, currently neither the CEQA statutes, the OPR guidelines, nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing an impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

On December 5, 2008, the SCAQMD Governing Board adopted an Interim Quantitative GHG Significance Threshold where SCAQMD is the Lead Agency (e.g., stationary-source permit projects,

rules, and plans) of 10,000 metric tons of carbon dioxide equivalent (MT $CO_2e$) per year for industrial projects and 3,000 MT $CO_2e$ per year for commercial/residential projects.

For the purpose of this analysis, the concept of carbon dioxide equivalence ($CO_2e$) is used to describe how much global warming a given type and amount of GHG may cause, using the functionally equivalent amount or concentration of $CO_2$ as the reference. Individual GHGs have varying global warming potentials and atmospheric lifetimes. $CO_2e$ is a consistent methodology for comparing GHG emissions because it normalizes various GHGs to the same metric. The GHG emissions estimates were calculated using CalEEMod (Version 2016.3.2). CalEEMod is an air quality modeling program that estimates air pollution emissions in pounds per day or tons per year for various land uses, area sources, construction projects, and Project operations.

**Impact Analysis**

**a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Construction Emissions.** Construction activities associated with the proposed Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as $CO_2$, $CH_4$, and $N_2O$. Furthermore, $CH_4$ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, the SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, Lead Agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD requires the construction GHG emissions to be amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Using CalEEMod, it is estimated that the proposed Project would generate approximately 552 MT $CO_2e$ during construction of the Project. When annualized over the 30-year life of the Project, annual emissions would be 18 MT $CO_2e$. The estimated construction emissions would be well below the SCAQMD's threshold criteria of 3,000 MT $CO_2e$ per year. Therefore, Project construction would be considered to have a less than significant impact related to GHG emissions and would not, directly or indirectly, have a significant impact on the environment. No mitigation is required.

Notwithstanding the foregoing, the Project would be required to implement construction exhaust control measures consistent with SCAQMD Rules 402 and 403 for other air quality topics discussed in Section 4.3 of this IS/MND, including minimization of construction equipment idling and implementation of proper engine tuning and exhaust controls. Both of these measures would reduce GHG emissions during the construction period.

**Operational Emissions.** Long-term operation of the proposed Project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated

with energy consumption. Mobile-source emissions of GHGs would result from Project-generated vehicle trips. Area-source emissions would be associated with activities such as landscaping and maintenance of the proposed Project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed Project. Table 4.8.A shows the calculated GHG emissions for the proposed Project.

### Table 4.8.A: Operational Greenhouse Gas Emissions

| Source | Pollutant Emissions (MT/yr) | | | | | |
|---|---|---|---|---|---|---|
| | **Bio-$CO_2$** | **NBio-$CO_2$** | **Total $CO_2$** | **$CH_4$** | **$N_2O$** | **$CO_2e$** |
| Construction emissions amortized over 30 years | 0 | 29 | 29 | <1 | 0 | 29 |
| Operational Emissions | | | | | | |
| Area Sources | 0 | 34 | 34 | <1 | <1 | 34 |
| Energy Sources | 0 | 172 | 172 | <1 | <1 | 173 |
| Mobile Sources | 0 | 996 | 996 | <1 | 0 | 997 |
| Waste Sources | 13 | 0 | 13 | <1 | 0 | 32 |
| Water Usage | 1 | 28 | 30 | <1 | <1 | 34 |
| **Total Project Emissions** | **14** | **1,259** | **1,273** | **1** | <1 | **1,299** |
| **SCAQMD Threshold for Mixed-Use Projects** | | | | | | **3,000** |
| **Significant?** | | | | | | **No** |

Source: Compiled by LSA (February 2018).
Note: Numbers in table may not appear to add up correctly due to rounding of all numbers.
Bio-$CO_2$ = biologically generated carbon dioxide
$CH_4$ = methane
$CO_2$ = carbon dioxide
$CO_2e$ = carbon dioxide equivalent
MT/yr = metric tons per year
$N_2O$ = nitrous oxide
NBio-$CO_2$ = Nonbiologically generated carbon dioxide
SCAQMD = South Coast Air Quality Management District

As discussed above, according to SCAQMD, a project would have less than significant GHG emissions if it would result in operation-related GHG emissions of less than 3,000 MT $CO_2e$ per year. Based on the analysis results, the proposed Project would result in approximately 1,299 MT $CO_2e$ per year, which would be well below the SCAQMD's numeric threshold of 3,000 MT $CO_2e$ per year. Therefore, the proposed Project would not generate significant GHG emissions that would have a significant effect on the environment and would have a less than significant impact related to GHG emissions.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

The City currently does not have an adopted climate action plan to reduce GHG emissions within its jurisdictional boundaries. Absent an adopted climate action plan, the City's General Plan goals and policies related to climate change were used to respond to this threshold. The City of Rancho Cucamonga adopted its updated General Plan and certified the Final Program EIR on May 19, 2010. The following General Plan policies would apply to this analysis:

**GP Policy PS-10.1**—Pursue efforts to reduce air pollution and greenhouse gas emissions by implementing effective energy conservation and efficiency measures and promoting the use of renewable energy (e.g., solar, wind, biomass, cogeneration, and hydroelectric power).

Implementation Action(s)—Adopt a formal green building program or create one based on a national model, such as Leadership in Energy and Environmental Design (LEED), GreenPoint Rated, and/or other programs into the City's codes.

**GP Policy PS-11.3**—Support programs that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by SCAQMD in the most recent Clean Air Plan.

Implementation Action(s)—Coordinate with the Rancho Cucamonga Chamber of Commerce to provide educational materials and incentives for businesses that engage in carpooling, transit, and flexible work schedules, etc., to reduce the use of individual vehicles.

**GP Policy PS-11.4**—Support regional and local transportation and housing programs that reduce vehicle emissions by decreasing vehicle miles traveled (VMT).

Implementation Action(s)—Continue to require development proposal compliance with the City's adopted Transportation Demand Management (TDM) ordinance.

The City of Rancho Cucamonga adopted a Sustainable Community Action Plan on April 5, 2017. This plan is focused on citywide measures to advance environmental sustainability and reduce GHG emissions. However, only the following policies would apply to this analysis:

**LU 1.1**—Support new, diverse housing opportunities within walking distance of businesses, employment, and mixed-use areas.

**LU 1.2**—Support building multifamily and mixed-use development in areas identified by the General Plan.

The proposed Project would comply with these applicable Rancho Cucamonga General Plan and Sustainable Community Action Plan policies. However, none of these policies includes provisions for determining the effect of compliance, so this analysis does not attempt to determine the reduction in GHG emissions that would result from compliance with these plans. However, as shown in Table 4.8.A, even without including the GHG emissions reductions that would result from compliance with these plans, the proposed Project-related GHG emissions would be well below the SCAQMD threshold. Therefore, the proposed Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required**.**

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☒ | ☐ |
| 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:

The following section is based on the *Phase I Environmental Site Assessment Proposed Rancho-Etiwanda Development, Northwest of the Intersection of East Avenue and Foothill Boulevard, City of Rancho Cucamonga, San Bernardino County, California* (Phase I ESA) (Leighton and Associates, Inc., August 2016). This report is included in Appendix G.

### Impact Analysis

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

Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and irritant, or strong sensitizer.[31] Hazardous substances include all chemicals regulated under the United States

[31] A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (United States Department of Labor, Occupational Safety and Health Administration. 2017 Website: https://www.osha.gov/laws-regs/regulations/standardnumber/1917/1917.28AppA (accessed, June 14, 2019).

Department of Transportation's "hazardous materials" regulations and the EPA's "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

**Construction.** Construction activities associated with the proposed Project would use a limited amount of hazardous and flammable substances (e.g., oils) during heavy equipment operation for site grading and construction. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations. The potential for the release of hazardous materials during Project construction is low, and even if a release would occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction vehicles. Therefore, no mitigation is required.

**Operation.** The proposed Project includes the development of a gated residential community with 131 for-rent residential units (73 one-bedroom and 58 two-bedroom units), 4 commercial-ready units, and a commercial space. Residential and small-scale commercial uses, as proposed as part of the Project, typically do not present a hazard associated with the accidental release of hazardous substances into the environment because residents and small-scale businesses are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Hazardous substances associated with residential uses are typically limited in both amount and use such that they can be contained without impacting the environment. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Project site.

As a mixed-use development, long-term operational activities typical of the proposed residential and commercial uses involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, fertilizers, and pesticides. For example, maintenance activities related to landscaping include the use of fertilizers and light equipment (e.g., lawn mowers and edgers) that may require fuel. As stated previously, these types of activities do not involve the use of a large or substantial amount of hazardous materials. In addition, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. In addition, because the Rancho Cucamonga Fire Protection District (RCFPD) is the regulatory authority for the handling of hazardous waste and hazardous materials, all businesses utilizing the commercial space within the proposed Project that would handle hazardous materials are required to prepare hazardous materials release response plans and hazardous materials inventory statements. These release response plans and inventory statements are submitted upon request to the RCFPD.[32] With adherence to RCFPD standards, impacts associated with the disposal of hazardous materials and/or the potential release of hazardous materials that could occur with the implementation of the proposed Project are considered less than significant, and no mitigation is required.

[32] Rancho Cucamonga Municipal Code, Section 17.66.040, Hazardous Materials. 2020.

Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed Project would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

A Phase I ESA (Appendix G) was prepared for APN 1053-091-010-000, which includes the entire Project site. The purpose of the Phase I ESA was to evaluate the Project site for potential Recognized Environmental Concerns (RECs), Historical Recognized Environmental Concerns (HRECs), or Controlled Recognized Environmental Concerns (CRECs) that may be present and/or off-site conditions that impact the Project site. The Phase I ESA prepared for the proposed Project included: (1) a reconnaissance-level visit of the subject site for evidence of the release of hazardous materials and petroleum products; (2) a records review of previous reports, including governmental databases and a historical review; and (3) interviews. The Phase I ESA also assessed whether a vapor encroachment condition (VEC) exists at the subject property, which evaluates whether hazardous materials or other adverse environmental conditions are present due to past or present use of the subject property and/or properties in the vicinity.

An REC can be defined as the presence or likely presence of any hazardous substances or petroleum products in or at a property due to a release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.

An HREC can be defined 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.

A CREC can be defined as a REC resulting from 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.

According to the Phase I ESA, no RECs, HRECs, or CRECs were identified that would negatively impact the Project site. During the site reconnaissance survey, evidence of domestic debris/dumped materials such as clothes, furniture, toys, trash, used tires, and electronic waste was observed in the central and southern portions of the subject site. Evidence of minimal dumped construction debris, such as broken concrete and wood, was observed in the western and southern areas of the subject site. Soil stockpiles observed in the central and eastern portions of the subject site appear to be of local origin derived from construction activities from nearby residential housing developments. However, as previously discussed, no RECs were observed on the property. Furthermore, a review of

applicable regulatory databases and the Vapor Encroachment Screen (VES) application did not identify any on-site listings for the subject site. Listings found near the Project site indicated no known releases of hazardous chemicals of concern in sufficient quantities to warrant enforcement action by a regulatory agency. Moreover, no potential RECs were identified as having been historically or currently present on the property during the interviews conducted as part of the Phase I ESA. Based on the findings of the Phase I ESA, no further environmental investigation is recommended. Therefore, the proposed Project would not create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

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

The proposed residential Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. The nearest school to the Project site is Perdew Elementary School, located at 13051 Miller Avenue, Rancho Cucamonga (approximately 0.3 mi northwest of the Project site). As noted in Response 4.9(a), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Construction activities associated with the proposed Project would use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations. Residences and businesses would not require the use, storage, disposal, or transport of large volumes of hazardous materials that could cause serious environmental damage in the event of an accident. Although hazardous substances would be present and utilized at these residences and businesses, such substances are generally present now in the existing environment, are typically found in small quantities, and can be cleaned up without affecting the environment. Further, there are no schools within 0.25 mi of the Project site. Therefore, impacts related to hazardous emissions or the handing of hazardous or acutely hazardous materials, substances, or wastes within 0.25 mi of an existing or proposed school would be less than significant, and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

A Phase I ESA was prepared for the proposed Project. According to the Phase I ESA, the Project site is not included on any hazardous materials sites pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. No mitigation is required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

**e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

The City of Rancho Cucamonga is a participant in the LA/Ontario International Airport Land Use Compatibility Plan (2011). The northern runway of LA/Ontario International Airport is located approximately 1 mi from Rancho Cucamonga's southern boundary.[33] The Project site is approximately 5.3 mi from LA/Ontario International Airport. Although Rancho Cucamonga is within the Airport's Influence Area (AIA),[34] according to Exhibit 2A of the LA/Ontario International Airport Land Use Compatibility Plan, the Safety and Noise policies included in the plan do not apply to the City.[35] No aircraft safety zones affect Rancho Cucamonga[36] because departing planes primarily fly over Ontario and Montclair, and arriving planes primarily fly over Fontana and Ontario. Additionally, the Federal Aviation Administration has not identified any Height Notification Areas or Obstruction Surfaces within the Project vicinity.[37] For these reasons, the proposed Project would not result in a safety hazard for people residing or working the Project area. There would be a less than significant impact, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

**Construction.** During short-term construction activities, the proposed Project is not anticipated to result in any substantial traffic queuing along East Avenue or West Foothill Boulevard and all construction equipment would be staged on site. All large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic.

The Project does not include any characteristics (e.g., permanent road closure or long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the Project vicinity. However, the proposed Project would require temporary lane closures on East Avenue for utility connections and construction of the sidewalk adjacent to the Project site. Temporary lane closures would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual. Among other things, the manual recommends

33 City of Rancho Cucamonga. 2010. General Plan. Chapter 8: Public Health and Safety.
34 City of Ontario. 2011. LA/Ontario International Airport Land Use Compatibility Plan.
35 Ibid.
36 City of Rancho Cucamonga. 2010. General Plan. Chapter 8: Public Health and Safety.
37 Ibid.

early coordination with affected agencies to ensure that emergency vehicle access is maintained. In this manner, officials could plan and respond appropriately to direct the public away from Lewis Street in the event of an emergency requiring evacuation. In addition, as described in Mitigation Measure HAZ-1, the Project Applicant/Developer would be required to prepare and implement a Construction Staging and Traffic Management Plan, which would be subject to the approval of the Director of the City of Rancho Cucamonga Department of Public Works, or designee. The Construction Staging and Traffic Management Plan would require certain conditions (e.g., providing warning signs, lights, and devices) and would require that the City of Rancho Cucamonga Police Department be notified a minimum of 48 hours in advance of any lane closures or roadway work. With implementation of Mitigation Measure HAZ-1, potential impacts to emergency response and evacuation plans associated with construction of the proposed Project would be reduced to a less than significant level.

**Operation.** Two emergency plans govern emergency response and evacuation in Rancho Cucamonga. The San Bernardino County Emergency Operations Plan (EOP) describes who is responsible for specific emergency response actions before, during, and immediately after an emergency. The Local Hazard Mitigation Plan (LHMP) establishes long-term strategies to reduce losses resulting from a disaster and identifies capital improvement projects to mitigate potential damage before a disaster occurs.[38] According to the LHMP, earthquakes, wildland fire, and failure of the San Antonio Dam have the potential to impair adopted emergency response and evacuation plans, as well as restrict access to local acute care hospitals.[39]

Although there are no officially designated evacuation routes in Rancho Cucamonga, regional access to and from the Project site is largely dependent on I-15 and West Foothill Boulevard. The proposed Project does not include any changes to public or private roadways that would physically impair or otherwise conflict with any emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. During short-term construction activities, the proposed Project is not anticipated to result in any substantial traffic queuing along East Avenue or West Foothill Boulevard and all construction equipment would be staged on site. During the operational phase of the proposed Project, on-site access would be required to comply with standards established by the City and the RCFPD. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes on the Project site would be required to conform to City and RCFPD standards. The proposed Project would provide adequate emergency access to the site via a driveway and easement off of East Avenue; the driveway and easement would connect to an internal accessway that would ensure access for emergency vehicles within the interior of the site. Conversely, the easement would connect the Project site to East Avenue, which connects to West Foothill Boulevard. As established above, Foothill Boulevard is a principal corridor providing access to the greater region in the event of an emergency.

[38] City of Rancho Cucamonga. *Ready RC: Before, During and After an Emergency in Rancho Cucamonga.* 2015.

[39] City of Rancho Cucamonga. *Local Hazard Mitigation Plan*. 2013.

As previously stated, the Project would be developed in accordance with City emergency access standards. Access to and from the Project site for emergency vehicles would be reviewed and approved by the RCFPD and the City as part of the project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Operational Project impacts would be less than significant. Therefore, impacts related to emergency response and evacuation plans associated with operation of the proposed Project would be less than significant. Impacts related to emergency response and evacuation plans associated with construction of the proposed Project would be reduced to a less than significant level with the incorporation of Mitigation Measure HAZ-1.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measures:**

**HAZ-1** **Construction Staging and Traffic Management Plan.** Prior to issuance of a grading permit, a Construction Staging and Traffic Management Plan shall be prepared for approval by the Director of the City of Rancho Cucamonga Public Works Department, or designee. The Construction Staging and Traffic Management Plan shall also include the name and phone number of a contact person who can be reached 24 hours per day regarding construction traffic complaints or emergency situations. The Construction Staging and Traffic Management Plan may include, but not be limited to, the following:

- Temporary lane closures shall be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual.
- Flagpersons in adequate numbers shall be provided to minimize impacts to traffic flow and to ensure safe access into and out of the site.
- Flagpersons shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.
- All emergency access to the Project site and adjacent areas shall be kept clear and unobstructed during all phases of demolition and construction.
- Safety precautions shall be provided for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
- Construction-related deliveries other than concrete and earthwork-related deliveries shall be scheduled so as to reduce travel during peak travel periods (i.e., 6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m. Monday through Friday).
- The construction contractor shall coordinate with other construction projects in the vicinity to minimize conflicts.

- If necessary, a California Department of Transportation (Caltrans) transportation permit shall be obtained for use of oversized transport vehicles on Caltrans facilities.
- If necessary, a traffic management plan shall be submitted to Caltrans for review and approval.
- Construction vehicles, including construction personnel vehicles, shall not park on public streets, including streets outside Rancho Cucamonga.
- Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses.
- If feasible, any traffic lane closures shall be limited to off-peak traffic periods, as approved by the City of Rancho Cucamonga Department of Public Works.
- The Rancho Cucamonga Police Department shall be notified a minimum of 48 hours in advance of any lane closures or other roadway work.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

In its existing setting, the Project site is vacant and undeveloped. However, the Project site is located within an urban area of Rancho Cucamonga and is bounded by East Avenue to the east, single-family residential housing to the north, Garcia Park to the northwest, and open space/vacant land to the west and south, with residential uses bordering these vacant areas. The Project site is not within or near a Wildland-Urban Interface Fire Area[40] or any Fire Hazard Severity Zones (FHSZ).[41] As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts are anticipated, and no mitigation would be required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

[40] City of Rancho Cucamonga. 2013. *Local Hazard Mitigation Plan.*
[41] CAL FIRE. 2012. FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed June 22, 2019).

## 4.10 HYDROLOGY AND WATER QUALITY

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☒ | ☐ |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| iv. Impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| d) 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

The discussion and analysis provided in this section are based on the Preliminary Water Quality Management Plan (PWQMP) prepared by Madole and Associates, Inc. (Appendix H of this IS/MND).

### Impact Analysis

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

**Construction.** The proposed Project involves the construction of a two- and three-story mixed-use development for residential and commercial purposes on the Project site. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the

potential to be transported via stormwater runoff into receiving waters (i.e., the Santa Ana River and ultimately the Pacific Ocean).

During construction, the disturbed soil area would be approximately 5.74 ac. Because construction of the proposed Project would disturb greater than 1 ac of soil, the Project is subject to the requirements of the SWRCB's NPDES permit *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). The Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. As specified in RCM-WQ-1, the Project would obtain coverage under the Construction General Permit. In compliance with the Construction General Permit, a SWPPP would be prepared for the Project and construction BMPs implemented to target pollutants of concern. Implementation of RCM-WQ-1 would ensure construction impacts related to WDRs, water quality standards, and surface water quality would be less than significant, and no mitigation is required.

According to the Geotechnical Investigation prepared for the Project, groundwater was not encountered during exploratory borings at depths of 51.5 ft bgs. Groundwater depths on site were reported by the Chino Basin Watermaster at depths of 500 ft bgs during fall 2006 and spring 2012. Additionally, groundwater measurements were taken at a nearby well from March 2011 through May 2016, which indicated the highest level of groundwater was approximately 575 ft bgs. Therefore, based on these recorded depths of groundwater, excavation activities would not have the potential to encounter groundwater and groundwater dewatering would not be required during construction.

Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. As discussed above, groundwater could occur at depths in the range of 500 ft bgs. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Therefore, due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. Therefore, Project construction would not substantially degrade groundwater quality.

**Operation.** Based on the proposed mixed-use (attached residential and commercial) on the Project site, expected pollutants of concern from long-term operations include pathogens (bacteria/viruses), metals, nutrients/noxious aquatic plants, organic compounds, pesticides/ herbicides, sediments/total suspended solids/pH, trash and debris, oxygen-demanding compounds, and oil and grease. The Project would comply with the requirements of the Santa Ana RWQCB's NPDES Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 permit). Section 19.20.260 of the City's Municipal Code and the San Bernardino County MS4

permit require that a WQMP be prepared for new development projects. WQMPs specify the Site Design/LID, Source Control, and/or Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. A PWQMP (Madole and Associates, Inc., June 2019) has been prepared for the Project. As specified in RCM-WQ-2, the PWQMP will be refined during final design based on the final site plan.

According to the PWQMP, proposed BMPs include a storm drain stencil to discourage downstream dumping, a catch basin filter to remove the majority of trash and debris prior to reaching underground storm drains, a settling chamber to filter pollutants, and an injection well to drain and infiltrate water runoff. Stormwater runoff from the Project site would be captured and conveyed by on-site catch basins and storm drains throughout the site and conveyed to an injection well at the southwest corner of the site. Stormwater runoff would be treated initially within the pre-treatment chamber, where trash, debris, and sediments would settle at the bottom. A floating sponge would further remove pollutants, and intake screens would then filter the stormwater before it enters the connection pipe adjacent to the injection well. The injection well would collect and filter runoff through a vertical gravel pit. Prior to leaving the Project site, the injection well would collect the first flush (i.e. initial surface runoff) during a storm event, and a diversion manhole would intercept low-flow stormwater runoff. Stormwater runoff that exceeds the first flush would be conveyed to the proposed storm drain system in East Avenue, which would connect to the existing storm drain system in East Avenue. As specified in RCM-WQ-2, the Project would comply with the City Municipal Code and San Bernardino County MS4 Permit requirements, including incorporation of post-construction BMPs to target pollutants of concern in stormwater runoff. Compliance with these requirements would reduce operational impacts related to WDRs, water quality standards, degradation of water quality, and beneficial uses to a less than significant level, and no mitigation would be required.

As discussed previously, infiltration of stormwater could have the potential to affect groundwater quality in areas of shallow groundwater. Due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. In addition, the Project would be required to implement LID features to treat stormwater before it could reach groundwater. Therefore, Project operation would not substantially degrade groundwater quality.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required. However, the following Regulatory Compliance Measures are standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. These Regulatory Compliance Measures are applicable to the proposed Project and shall be incorporated to ensure that the Project has minimal impacts to receiving waters.

**RCM-WQ-1** **Construction General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002, as amended

by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the State Water Resources Control Board (SWRCB) via the Stormwater Multiple Application and Report Tracking System (SMARTs). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the City of Rancho Cucamonga (City) to demonstrate proof of coverage under the Construction General Permit. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination will be submitted via SMARTs.

**RCM-WQ-2:** **Water Quality Management Plan.** Prior to the issuance of any grading or building permits, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City Engineer, or designee, for review and approval in compliance with the requirements of Section 19.20.260 of the City's Municipal Code and the Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 Permit). The Final WQMP shall be prepared consistent with the requirements of the *Technical Guidance Document for Water Quality Management Plans* (June 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the Project design to target pollutants of concern in runoff from the Project area. The City shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design.

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

**Construction.** According to the Geotechnical Investigation prepared for the Project, groundwater has historically been encountered at deep depths of approximately 500 ft bgs. Because of the depth to groundwater, excavation activities would not be anticipated to encounter groundwater during construction. Therefore, groundwater dewatering would not be required. Furthermore, groundwater extraction would not be required during Project construction. Therefore, construction impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation would be required.

**Operation.** Currently, the Project site is undeveloped and consists of only pervious surfaces. According to the PWQMP, development of the Project would increase impervious surface area on the Project site by approximately 5 ac. The increase in impervious surface area as a result of Project implementation would decrease on-site infiltration. However, due to the depth of groundwater, it is

unlikely that groundwater recharge from stormwater infiltration currently occurs on the Project site. In addition, the Project site is within the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, which is managed by the Chino Basin Watermaster.[42] Any decrease in infiltration would be minimal in comparison to the size of the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, which has an unused storage capacity of 1 million acre-feet.[43] The Project would also include BMPs to increase infiltration of stormwater runoff on the Project site. Furthermore, Project operation would not include groundwater extraction. For these reasons, no impacts related to depletion of groundwater supplies or interference with groundwater recharge would occur, and no mitigation would be required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i Result in substantial erosion or siltation on- or off-site?**

**Construction.** During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Response 4.10(a), the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented as part of the proposed Project to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. With compliance with the requirements in the Construction General Permit and implementation of the construction BMPs as indicated in RCM-WQ-1, construction impacts related to on- or off-site erosion or siltation would be less than significant, and no mitigation is required.

**Operation.** Currently, the Project site is undeveloped and consists of only pervious surfaces. Development of the Project would increase impervious surface area on the Project site to a total of approximately 5 ac, which would increase stormwater runoff. However, impervious surface areas associated with development of the Project site are not prone to erosion or siltation. Erosion and siltation would be minimal in the proposed landscaped areas. In the undeveloped areas, erosion and siltation would be similar to the existing condition. Therefore, impacts related to on-site erosion or siltation would be less than significant, and no mitigation is required.

The proposed on-site storm drain facilities would connect to an existing off-site storm drain system located south of the Project site in East Avenue. Although stormwater runoff would eventually be discharged to receiving waters via the existing storm drain system, there is minimal potential for

42 Chino Basin Watermaster. 2019a. Sustainable Groundwater Management Act.

43 Chino Basin Watermaster. 2019b. Overview. Website: http://www.cbwm.org/overview.htm (accessed June 11, 2019).

downstream erosion or siltation to occur because the receiving waters are not subject to hydromodification[44] and the Project would therefore not contribute to a hydrologic condition of concern (HCOC).[45] According to the *Technical Guidance Document for Water Quality Management Plans*, the Project site is located in an area meeting the HCOC exemption criteria because all downstream conveyance channels flow to an adequate sum and drain to storage areas that are controlled release points used for water conservation where the receiving waters are subject to hydromodification impacts.[46] The Project site is in an area exempt from HCOC, as Project operations would not substantially increase runoff flow or volume compared to existing conditions. Therefore, a less than significant impact related to off-site erosion or siltation would occur, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

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

Currently, the Project site is undeveloped and consists of only pervious surfaces. As stated in Response 4.10(c)(i), above, development of the proposed Project would increase impervious surface area by approximately 5 ac, which would increase stormwater runoff and could potentially result in flooding. However, the proposed on-site storm drain facilities and LID BMPs (a catch basin filter, a settling chamber, and an injection well) would capture and infiltrate stormwater runoff.

In addition, as specified in Regulatory Compliance Measure RCM-WQ-3, a Final Hydrology Study would be prepared based on final Project plans and would be approved by the City. The Hydrology Study would confirm that sufficient capacity in the downstream drain systems is available to accommodate any increase in storm runoff from the Project site.

The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would also be appropriately sized so that on-site flooding would not occur. Finally, the proposed Project would not alter the course of a stream or river. With implementation of LID BMPs and RCM-WQ-3, impacts related to on- or off-site flooding from an increase in surface runoff would be less than significant and no mitigation is required.

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[44] Hydromodification is defined as hydrologic changes resulting from increased runoff from increases in impervious surfaces. Hydromodification impacts can included changes in downstream erosion and sedimentation.

[45] Areas designated as hydrologic conditions of concern are watersheds of unarmored or soft-armored drainages that are vulnerable to geomorphology changes due to hydromodification.

[46] County of San Bernardino. 2013. *Technical Guidance Document for Water Quality Management Plans.* Appendix F: HCOC Exemption Criteria and Map.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required. However, the following Regulatory Compliance Measure would be implemented to reduce impacts.

**RCM-WQ-3:** **Final Hydrology and Hydraulic Analysis.** The Applicant shall submit a Final Hydrology Study to the City of Rancho Cucamonga Director of Engineering, or his/her designee, for review and approval prior to issuance of grading and building permits. The Final Hydrology Study shall demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff, such that on-site and off-site drainage facility capacity would not be exceeded during a design storm.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**iii Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

As discussed in Response 4.10(a), pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as specified in RCM-WQ-1, the proposed Project would be required to comply with the requirements set forth by the Construction General Permit and SWPPP, which would specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Operation of the proposed Project has the potential to introduce pollutants to the storm drain system from the proposed on-site uses. As discussed in Response 4.10(a), expected pollutants of concern from long-term operations include pathogens (bacteria/viruses), metals, nutrients/noxious aquatic plants, organic compounds, pesticides/herbicides, sediments/total suspended solids/pH, trash and debris, oxygen-demanding compounds, and oil and grease. As required by RCM-WQ-2, the Final WQMP would require implementation of operational BMPs to reduce pollutants of concern in stormwater runoff. With implementation of operational BMPs, no substantial additional sources of polluted runoff would be discharged to the storm drain system.

Development of the proposed Project would increase impervious surface area on the Project site to a total of approximately 5 ac, which would increase stormwater runoff generated during Project operation. The proposed on-site storm drain would run south and connect to the existing storm drain system in East Avenue. As specified in RCM-WQ-3, the Final Hydrology Study shall demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff, such that on-site and off-site drainage facility capacity would not be exceeded during

a design storm. With implementation of RCM-WQ-3, the proposed Project would not result in an exceedance of planned or existing stormwater drainage systems.

For the reasons discussed above, with adherence to measures RCM-WQ-1, RCM-WQ-2, and RCM-WQ-3, Project impacts associated with the introduction of substantial sources of polluted runoff or additional runoff would be less than significant and would not result in an exceedance in capacity of existing or planned stormwater drainage systems. No mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required; however, RCM-WQ-1 and RCM-WQ-2 (provided in Responses 4.10[a]) and RCM-WQ-3 (provided in Response 4.10[c][ii]) would be implemented to reduce impacts.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**iv Impede or redirect flood flows?**

The Project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. According to the FEMA Flood Insurance Rate Map (FIRM) No. 06071C8635J,[47] the Project site is located within Zone X, Area with Reduced Flood Risk Due to Levee. Specifically, the Project site is not located within a direct inundation area, and is protected by a levee from flooding of the 100-year regulatory floodway associated with the Etiwanda Creek Channel, located approximately 250 ft to the east of the Project site.[48]

As the Project would not place improvements and structures directly within a 100-year floodplain, the Project would not impede or redirect flood flows. Therefore, no impact would occur related to impeding or redirecting of flood flows and no mitigation would be required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

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

**Tsunami.** Tsunamis are ocean waves generated by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. Tsunamis can have wavelengths of up to 120 mi and travel as fast as 500 mph across hundreds of miles of deep ocean. Upon reaching shallow coastal waters, the waves can reach up to 50 ft in height, causing great devastation to near-shore structures. The Project site is located approximately 40 mi

47 FEMA. 2014. FIRM No. 06071C8635J. September 26.
48 City of Rancho Cucamonga. *Local Hazard Mitigation Plan*, Figure PS-5. 2013.

from the Pacific Ocean shoreline and is not located within a tsunami inundation area. Therefore, the Project site is not subject to inundation from tsunamis, and there is no risk of release of pollutants due to inundation from tsunami.

**Seiche Zones.** Seiching occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. Because there are no large lakes, reservoirs, or other water retention facilities in the vicinity of the Project site, the Project site is not at risk of inundation from seiche. Therefore, the Project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from seiche.

**Flood Hazard.** As discussed in Response 4.10(c)(iv), the Project site is located within Zone X, Area with Reduced Flood Risk Due to Levee. Specifically, the Project site is protected from flooding of the 100-year regulatory floodway associated with the Etiwanda Creek Channel, located approximately 250 ft to the east of the Project site. However, according to the City's General Plan, the Project site is downstream of the Etiwanda Debris Basin and the San Sevaine Basin.[49] Basin failure could occur as a result of flooding during storms, which could result in inundation of downstream areas. Therefore, in the unlikely event of levee failure and flooding during a storm, there would be a risk of inundation and pollutant risk on the Project site. The Project would introduce new land uses (mixed-use residential and commercial) on the Project site, which would change the potential on-site pollutants compared to existing conditions. However, as discussed in Response 4.10(a), BMPs would be implemented to target and reduce pollutants of concern on the Project site. In addition, as discussed in Section 4.9, Hazards and Hazardous Materials, hazardous substances associated with commercial and residential uses would be limited in both amount and use. The materials used on site would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Because BMPs would reduce introduction of pollutants on the site and any hazardous materials used on site would be properly stored and contained, there would be a low potential for pollutants to be released from the Project site in the unlikely event of levee failure and inundation of the Project site. Therefore, impacts related to release of pollutants in the event of inundation from flooding would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

The Project is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB adopted a Water Quality Control Plan (i.e., Basin Plan) (January 1995, with amendments effective on or before February 2016) which designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those

[49] City of Rancho Cucamonga General Plan. 2010h. Chapter 8: Public Health and Safety, Figure PS-6.

beneficial uses. As summarized below, the Project would comply with the applicable NPDES permits and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

As discussed in Response 4.10(a), during construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters. As specified in RCM-WQ-1, the proposed Project would be required to comply with the requirements set forth by the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants.

As discussed in Response 4.10(a), the primary pollutants of concern during Project operations are pathogens (bacteria/viruses), metals, nutrients/noxious aquatic plants, organic compounds, pesticides/herbicides, sediments/total suspended solids/pH, trash and debris, oxygen-demanding compounds, and oil and grease. As discussed in RCM-WQ-2, a final WQMP would be prepared for the Project in compliance with the San Bernardino County MS4 Permit and the City Municipal Code. The Final WQMP will detail the Site Design/LID, Source Control, and/or Treatment Control BMPs that would be implemented to treat stormwater runoff and reduce impacts to water quality during operation. The proposed BMPs would capture and treat stormwater runoff and reduce pollutants of concern in stormwater runoff.

The proposed Project would comply with the applicable NPDES permit, which requires preparation of a SWPPP, preparation of a Final WQMP, and implementation of construction and operational BMPs to reduce pollutants of concern in stormwater runoff. As such, the Project would not result in water quality impacts that would conflict with Santa Ana RWQCB's Water Quality Control Plan (Basin Plan). Impacts related to conflict with a water quality control plan would be less than significant and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. The Project site is located within the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, which is managed by the Chino Basin Watermaster.[50] The Chino Basin Watermaster Board consists of nine governing members who collaborate with regional stakeholders to manage groundwater in the Chino Subbasin. The Chino Subbasin is identified by the Department of Water Resources as a very low-priority basin;[51] therefore, development of a

[50] Chino Basin Watermaster. 2019a. "Sustainable Groundwater Management Act." Website: http://www.cbwm.org/rep_sgma.htm (accessed March 9, 2020).

[51] California Department of Water Resources, SGMA Basin Prioritization Dashboard, Groundwater Basins 2016. Website: https://gis.water.ca.gov/app/bp-dashboard/p2/ (accessed June 10, 2019).

Groundwater Sustainability Plan is not required.[52] Because there is not an adopted Groundwater Sustainability Plan applicable to the groundwater basin within the Project area, the Project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. As discussed in Thresholds 4.10 (a) and 4.10 (b), the proposed Project does not have the potential to impact groundwater quality, interfere with groundwater recharge, or decrease groundwater supplies. Therefore, no impact would occur related to conflict with or obstruction of water quality control plans or sustainable groundwater management plans, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required; however, RCM-WQ-1 and RCM-WQ-2, provided in Response 4.10(a), would be implemented to reduce impacts.

52 California Department of Water Resources. 2020. "Groundwater Sustainability Plans." Website: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans (accessed March 8, 2020).

## 4.11 LAND USE AND PLANNING

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

### Impact Analysis

#### a) Would the project physically divide an established community?

The Project site (APN 1053-091-010-000) consists of an 11.45 ac parcel that is partially encumbered by utility easements. The Project site is primarily surrounded by residential uses, with mixed uses present to the southeast and west, commercial uses present to the north, and vacant land (approved for a 193-unit, mixed-use development) to the south. In addition, several utility easements traverse the Project site and areas beyond in a northeast-southwest fashion. A cellular tower and a building pad associated with a CVWD pumping station are located south of the Project site, and a CVWD pumping station is located along the southern property line.

The proposed Project involves the development of a two- and three-story mixed-use development consisting of 131 for-rent residential units (73 one-bedroom and 58 two-bedroom units), 4 commercial-ready units (305 sf each) that are attached to one-bedroom residential units, and a 1,592 sf commercial space. The commercial-ready units are designed to be used either as commercial space or as a second bedroom for the attached residential unit. With the exception of sidewalk improvements, curb cuts, and connections to existing utility infrastructure in surrounding roadways, all Project development would occur on the Project site.

The proposed Project includes a Tentative Tract Map to subdivide the Project site for condominiums. At this time, the Project is intended to be for-rent apartments, but the Tentative Tract Map would allow the Project to be converted to condominiums in the future. Implementation of the proposed Project would not change the existing parcel configuration in any area other than the Project site.

The proposed Project would not divide or separate any existing land uses or neighborhoods. The neighboring residential communities are not immediately proximate to the Project site and would not be impacted by the addition of driveways (one gated driveway on East Avenue and one ungated driveway at the East Avenue/Marshall Court intersection) and the development of a residential community on currently vacant land.

The construction of the proposed Project, including access improvements and the Tentative Tract Map included as part of the Project, would not result in the physical division of an established community, including the residential communities north, east, and south of the site. Therefore,

implementation of the proposed Project would not result in the physical division of any established community, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

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

The main documents regulating land use on the Project site and immediate vicinity are the City's General Plan and Zoning Code. The proposed Project's relationship to these planning documents is described below. The existing land use designation in the General Plan is Mixed Use (MU).[53] The existing zoning classification on the Project site is Community Commercial (CC); however, the site is also located within the FBOD.

**General Plan.** The Rancho Cucamonga General Plan (2010) is the City's most fundamental planning document. The General Plan is comprehensive plan intended to guide the physical development of the City, and it serves as a blueprint for future growth and development. As a blueprint for the future, the plan contains policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development.

The proposed Project is consistent with the site's General Plan land use designation of Mixed Use (MU). Table HE-35 in the Housing Element of the City's 2010 General Plan identifies the allowable density range of the Mixed Use (MU) designation in the city. According to the Managing Land Use, Community Design, and Historic Resources Element, each Mixed Use designation has slightly different development parameters depending on the location within the city. The target density for all of Mixed Use (MU) designations range from 4 to 30 du/ac. Following Project implementation, the Project site would have a net density of 22.8 du/ac, which would be within the target density range for the Mixed Use (MU) designation.

Table 4.11.A provides a consistency analysis of the relevant goals and policies from the City's General Plan. In order to avoid repetition and focus on key issues, goals, policies, and implementation programs that are not relevant to the proposed Project are not included in Table 4.11.A.

[53] The City's General Plan Land Use Designation of the Project site has changed subsequent to the adoption of the 2010 Land Use Plan Map. Refer to General Plan Amendment DRC2015-0087.

## Table 4.11.A: General Plan Consistency Analysis

| Select General Plan Policies | Consistency Analysis |
|---|---|
| **Managing Land Use, Community Design, and Historic Resources Element** | |
| **Policy LU-1:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment. | **Consistent.** The proposed Project would introduce residential and commercial units to a currently vacant site that is surrounded by existing residential and commercial developments. Therefore, the proposed Project would not result in the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment, and the proposed Project is consistent with Policy LU-1. |
| **Policy LU-1.5:** Development of densities and intensities shall be implemented within the ranges specified in the General Plan; neither higher nor lower than the limits of the range. | **Consistent.** The proposed Project would have a net density of 22.8 du/ac, which would be neither higher nor lower than the limits of the allowable target density range of 4 du/ac and 30 du/ac for the Mixed Use (MU) designation. As such, the proposed Project would develop the Project site with a mixed-use community that is within the target density outlined in the City's General Plan. Therefore, the proposed Project would be consistent with Policy LU-1.5. |
| **Policy LU-2.1**: Plan for vibrant, pedestrian-friendly Mixed Use and high density residential areas at strategic infill locations along transit routes. | **Consistent.** The proposed Project would develop the currently vacant site with a high-density mixed-use community consisting of residential and commercial uses. In its existing setting, the Project site is predominantly surrounded by residential and commercial uses and is located in an urban area of Rancho Cucamonga. The Project site is also within the vicinity of Foothill Boulevard and I-15, which are major roadways providing regional access to the Project site. In addition, the site is within walking distance (less than 0.25 mile) from an Omnitrans bus stop, which serves Route 66 along Foothill Boulevard. As such, the proposed Project would allow for the development of a mixed-use community in a strategic infill location. Therefore, the proposed Project would be consistent with Policy LU-2.1. |
| **Policy LU-4.1:** Provide new Mixed Use development opportunities along the Foothill Boulevard Corridor to allow residential, commercial, and civic uses, and to accommodate both traffic and automobiles. | **Consistent.** As previously stated, the proposed Project would provide a mixed-use development consisting of residential and commercial uses along the Foothill Boulevard Corridor. Therefore, the proposed Project would be consistent with Policy LU-4.1. |
| **Policy LU-8.2**: Approve only those residential densities that do not exceed the capacity of the land or the ability to reasonably provide public services and adequate public safety. | **Consistent.** As established in Section 4.15, Public Services, the proposed Project would not exceed the capacity of the land or the ability to reasonably provide public services or adequate public safety. Fire, police, water, wastewater, and school services would not be interrupted by the proposed Project or require expansion as a result of Project implementation. In addition, the proposed Project would be developed at a density that would be within the target range for mixed-use land uses, as established in the City's General Plan. Consequently, the Project would not exceed the land capacity of the property. Therefore, the proposed Project would be consistent with Policy LU-8.2. |
| **Policy LU-8.3:** Require adequate access for emergency vehicles and evacuations. | **Consistent.** The proposed Project would be developed in compliance with RCFPD and California Fire Code standards relating to adequate access for emergency vehicles. The Project's proposed circulation system, including internal roads and driveways, has been designed to the appropriate size requirements to accommodate emergency vehicles. Moreover, as established in Section 4.9, Hazards and Hazardous Materials, and Section 4.20, Wildfire, the proposed Project would not impair an emergency response or emergency evacuation plan. Therefore, the proposed Project is consistent with Policy LU-8.3. |

## Table 4.11.A: General Plan Consistency Analysis

| Select General Plan Policies | Consistency Analysis |
|---|---|
| **Housing Element** | |
| **Objective HE-1.1:** Ensure a wide range of housing alternatives and enable the City to achieve its share of the RHNA through the utilization of land use distribution and development standards to encourage a mix of housing types, including mobile homes and apartments, within a variety of price ranges. | **Consistent.** As discussed in Section 4.14, Population and Housing, SCAG has established an RHNA goal for the City to develop 848 new housing units for a range of income groups by the year 2021. The proposed Project would introduce 131 new market-rate housing units to the City's housing supply and would help the City meet its current housing needs and the RHNA goal. Therefore, the proposed Project is consistent with Objective HE-1.1. |
| **Objective HE-2.1:** Protect and expand the range of housing opportunities available by location, price, and tenure to low- and moderate-income households. | **Consistent.** As previously established, the proposed Project would introduce 131 new market-rate units to the City's housing supply. As such, Project implementation would expand the range of housing opportunities available to moderate-income households. Therefore, the proposed Project is consistent with Objective HE-2.1. |
| **Public Facilities and Infrastructure** | |
| **Policy PF-2.2:** Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities. | **Consistent.** As established in Section 4.15, Public Services, the proposed Project would not exceed the currently available capacity at the schools that would serve the Project site. Implementation of the proposed Project would not result the need for new or expanded school facilities, and the payment in Developer Impact Fees (RCM-PS-2) would offset a potential increase in costs to Etiwanda School District and Chaffey Joint Union High School District. Therefore, the proposed Project would be consistent with Policy PF-2.2 |

City = City of Rancho Cucamonga
du/ac = dwelling units per acre
I =Interstate
RCFPD = Rancho Cucamonga Fire Protection District
RHNA = Regional Housing Needs Assessment
SCAG = Southern California Association of Governments

**Zoning Ordinance.** The City's Zoning Ordinance is the primary implementation tool for its General Plan Managing Land Use, Community Design, and Historic Resources Element and the goals and policies therein. For this reason, the Zoning Map must be consistent with the General Plan Land Use Map. The Land Use Map indicates the general location and extent of future land use in Rancho Cucamonga. The Zoning Ordinance, which includes the Zoning Map, contains more detailed information about permitted land uses, building intensities, and required development standards. The Project site currently has the zoning designation of Community Commercial (CC) and is within the FBOD.

The proposed Project involves the development of 131 for-rent residential units, 4 commercial-ready units (305 sf each), and a 1,592 sf commercial space. The net density of the proposed Project is 22.8 du/ac, which would be inconsistent with the Community Commercial (CC) zoning classifications on the Project site. However, the Project proposes to rezone the Project site to Mixed Use (MU) District, consistent with the General Plan land use designation for the site. According to Table 17.26.020-1 in the City's Municipal Code, the Mixed Use (MU) District designates areas for a mix of residential and nonresidential uses, with site development regulations that ensure development compatible with nearby lower-density residential development, as well as internal

compatibility among the varying uses. According to the Rancho Cucamonga Municipal Code,[54] the Mixed Use (MU) District allows a maximum density of 50 du/ac. Approval of the requested zone change would resolve any inconsistencies between the proposed Project and the City's Municipal Code to a less than significant level. No mitigation would be required.

**Parking Requirements.** The proposed Project would be consistent with the City's parking requirements (refer to Section 17.64.050, Number of Parking Spaces Required, in the City's Municipal Code). The Project would require a minimum of 282 spaces, including 131 spaces that are required to be provided in the form of a garage or a carport. Required parking includes tenant and guest parking for the residential portion of the development, as well as parking for the commercial and commercial-ready units.

As discussed in Section 2.6.3.2, Parking, the proposed Project would provide 134 garage parking spaces and 148 open parking spaces. Of those, 147 of the required parking spaces would be on a Southern California Gas Company easement, for which the Applicant has received an initial acceptance letter to allow parking on the easement. The Project also proposes to permit street parking on the west side of East Avenue, similar to the approved mixed-use project to the south. This would net up to 18 additional parking spaces adjacent to the commercial and commercial-ready tenant spaces. These parking spaces are not counted in the total parking count for the proposed Project, as they are not on the Project site.

In summary, the proposed Project would provide 287 parking spaces, which exceeds the 282 total parking spaces required by Section 17.64.050 of the City's Municipal Code. Therefore, the proposed Project would be consistent with the parking requirements outlined in the City's Municipal Code.

**Summary.** Approval of the requested zone change would resolve any inconsistencies between the proposed Project and the City's General Plan and Municipal Code to a less than significant level. The proposed zone change would not result in any significant environmental impacts. Therefore, the proposed Project would result in less than significant impacts related to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

[54] City of Rancho Cucamonga. 2019. Rancho Cucamonga Municipal Code. Section 17.36.020: Development Standards for Mixed Use Zoning Districts.

## 4.12 MINERAL RESOURCES

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

### Impact Analysis

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

In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

The Project site has been classified by the California Department of Mines and Geology (CDMG) as MRZ-3, indicating that the Project site is in an area where adequate information indicates that no

significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.[55]

According to Figure RC-2 of the Resource Conservation Element (2010) of the City's General Plan, several areas in Rancho Cucamonga contain regionally significant aggregate resources. The closest area to the Project site is the Lytle Creek Fan, which is estimated to contain 80,200,000 tons of aggregate. However, this area has been significantly developed and has land use designations of Low- and Medium-Density Residential and Flood Control. The Project site is approximately 2 mi southwest from this resource area. Additionally, the Project site itself is not known to have any mineral resources of significance. Therefore, no significant impacts related to the loss of availability of a known mineral resource that would be of value to the region and to the residents of the State would result from Project implementation, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

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

As stated above, no known valuable mineral resources exist on or near the Project site. In addition, the Project site is not identified on a local General Plan, Specific Plan, or other land use plan as the location of a locally important mineral resource. Therefore, no significant impacts related to mineral resources would result from Project implementation, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures:** No mitigation is required.

[55] California Department of Conservation. 2018. Division of Mines and Geology. Mineral Land Classification Map. Special Report 143 Plate 6.1, 1984. Website: https://maps.conservation.ca.gov/mineralresources/#datalist (Accessed March 9, 2020).

## 4.13 NOISE

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project result in: | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☒ | ☐ | ☐ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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

This section is based on the *East Avenue Noise Impact Analysis* (Noise Impact Analysis) (Urban Crossroads, January 2017). This report is included in Appendix I.

### Technical Background

The following provides an overview of the characteristics of sound and the regulatory framework that applies to noise within the vicinity of the Project site.

**Noise Fundamentals.** 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.

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 dB indicates a sound energy 10 times greater than before, which is perceived by the human ear as being roughly twice as loud.

The most common sounds vary between 40 dBA (very quiet) and 100 dBA (very loud). Normal conversation at 3 ft is roughly 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 ft, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent continuous sound level ($L_{eq}$). Equivalent

sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels. The $L_{eq}$ 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.

Peak-hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the day-night average noise level ($L_{dn}$) and the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level, are utilized. The $L_{dn}$ and CNEL are weighted averages of the intensity of a sound, with corrections for time of day, and are averaged over 24 hours. The $L_{dn}$ time-of-day corrections include the addition of 10 dB to dBA $L_{eq}$ sound levels at night between 10:00 p.m. and 7:00 a.m. The CNEL time-of-day corrections require the addition of 5 dB to dBA $L_{eq}$ sound levels in the evening from 7:00 p.m. to 10:00 p.m. in addition to the corrections for the $L_{dn}$. These additions are made to account for the noise-sensitive time periods during the evening and nighttime hours when sound appears louder. $L_{dn}$ and CNEL do not represent the actual sound level heard at any time, but rather represent the total sound exposure. The City relies on the 24-hour $L_{dn}$ level to assess land use compatibility with transportation-related noise sources; however, this analysis uses the CNEL noise level to apply the more conservative evening hour corrections to the 24-hour noise levels.

Community responses to noise may range from registering a complaint by telephone or letter to initiating court action, depending upon everyone's susceptibility to and personal attitudes about noise. Several factors are related to the level of community annoyance, including:

- Fear associated with noise-producing activities;
- Socioeconomic status and education level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately 10 percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Surveys have shown that about 10 percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of 1 dBA is associated with approximately 2 percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. An increase or decrease of 1 dBA cannot be perceived except in carefully controlled laboratory experiments, a change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible.

**Vibration Fundamentals.** Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment,* vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction

equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, amplitude and frequency may describe ground-borne vibrations.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings, but it is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root-mean-square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

**Significance Criteria.** Based on the significance of noise impacts outlined below in Table 4.13.A, noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development.

### Table 4.13.A: Significance Criteria Summary

| Analysis | Condition(s) | Significance Criteria | |
|---|---|---|---|
| | | Daytime | Nighttime |
| On-Site Traffic Noise[1] | Exterior Noise Level Criteria | 70 dBA CNEL *conditionally acceptable* | |
| | Interior Noise Level Criteria | 45 dBA CNEL | |
| Construction Noise and Vibration | Permitted hours of 7:00 a.m.–8:00 p.m. on weekdays, including Saturdays, with no activity allowed on Sundays and holidays.[2] | | |
| | Noise Level Threshold | 65 dBA $L_{eq}$ | N/A |
| | Vibration Level Threshold[3] | 0.12 in/sec RMS | N/A |

1 Source: City of Rancho Cucamonga General Plan Public Health and Safety Element, Figure PS-8.
2 Source: City of Rancho Cucamonga Development Code, Section 17.66.050(D)(4) (Appendix 3.1).
3 Source: City of Rancho Cucamonga Development Code, Section 17.66.070 (Appendix 3.1).
"Daytime" = 7:00 a.m.–10:00 p.m.; "Nighttime"" = 10:00 p.m.–7:00 a.m.; "N/A" = No nighttime construction activity is permitted and, therefore, no nighttime construction noise level threshold is identified.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel(s)
in/sec = inch(es) per second
$L_{eq}$ = equivalent continuous sound level
RMS = root-mean-square

***On-Site Traffic Noise.***

- If the on-site exterior noise levels exceed 70 dBA CNEL at the multifamily residential use and the interior noise levels exceed 45 dBA CNEL (City of Rancho Cucamonga General Plan Public Health & Safety Element, Figure PS-8).

***Construction Noise and Vibration.***

- If Project-related construction activities occur at any time other than the permitted hours of 7:00 a.m. to 8:00 p.m. on weekdays, including Saturdays, with no activity allowed on Sundays and holidays and generate noise levels that exceed the 65 dBA $L_{eq}$ noise level limit at adjacent sensitive residential land uses (City of Rancho Cucamonga Development Code, Section 17.66.050 (D) (4));

- If short-term Project-generated construction vibration levels exceed the City of Rancho Cucamonga acceptable vibration standard of 0.12 inch per second (in/sec) RMS at sensitive receiver locations (City of Rancho Cucamonga Development Code, Section 17.66.070).

***Existing Noise Environment.*** To assess the existing noise level environment, five 24-hour noise level measurements were taken at sensitive receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.13.1, Noise Measurement Locations, provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected on Wednesday, December 14, 2016, as part of the Noise Impact Analysis by Urban Crossroads Inc. (January 2017).

***Long-Term Noise Measurement Results.*** The noise measurements presented below focus on the average or equivalent sound levels ($L_{eq}$). The $L_{eq}$ represents a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. The daily noise level at each location is also provided below in Table 4.13.B.

***CVWD Well Site and Metropolitan Water District of Southern California Construction Activities.*** Located adjacent to the Project's southwestern site boundaries, the CVWD well site includes a well pump and enclosed electrical equipment. While an existing 6 ft high perimeter wall surrounds the well site, the well pump itself is taller than the wall and therefore represents a potential unmitigated noise source adjacent to the Project. Measurement locations L3 and L4 were chosen to describe the existing noise levels due to the operation of the well pump. Based on these measurement locations, the noise levels are shown to range from 59.0 to 61.3 dBA $L_{eq}$ during daytime hours and from 58.8 to 61.6 dBA $L_{eq}$ during nighttime hours. The exterior noise levels represent those typical of a residential neighborhood during daytime hours, with slightly higher noise levels during nighttime hours, likely due to the operation of the well pump, background construction activities, and traffic noise levels from Foothill Boulevard and East Avenue.


LSA

FIGURE 4.13.1

*Westbury Residential Project*

Noise Measurement Locations

SOURCE: Urban Crossroads

I:\STR1901\G\Noise Measurement Locations.cdr (7/1/2019)

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## Table 4.13.B: 24-Hour Ambient Noise Level Measurements

| Location[1] | Distance to Project Boundary (feet) | Description | Energy Average Hourly Noise Level (dBA $L_{eq}$)[2] | | CNEL |
|---|---|---|---|---|---|
| | | | Daytime | Nighttime | |
| L1 | 445 | Located north of the Project site and adjacent to an existing 6-foot-high barrier at existing residential homes on Garcia Road. | 57.2 | 57.8 | 64.4 |
| L2 | 90 | Located east of the Project site and adjacent to a 6-foot-high barrier at existing residential homes on East Avenue. | 63.7 | 61.7 | 68.7 |
| L3 | 0 | Located within the Project site and north of an existing well pump. | 61.3 | 61.6 | 68.2 |
| L4 | 35 | Located south of the Project site and east of an existing well pump. | 59.0 | 58.8 | 65.5 |
| L5 | 660 | Located south of the Project site, across Foothill Boulevard, and adjacent to existing residential homes. | 66.3 | 63.7 | 71.0 |

[1] See Exhibit 4.13.1 for the noise level measurement locations.
[2] Energy (logarithmic) average hourly levels.
"Daytime" = 7:00 a.m.–10:00 p.m.; "Nighttime" = 10:00 p.m.–7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel(s)
$L_{eq}$ = equivalent continuous sound level

While the exterior noise levels adjacent to the well site are generally consistent with those of typical residential areas, some single-event noise levels may be heard at the Project site when the well pump equipment cycles on and off.

### Impact Analysis

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

**Short-Term Construction-Related Noise Impacts.** Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc., to describe the typical construction activity noise levels for residential construction. Noise levels generated by heavy construction equipment can range from approximately 62 dBA to in excess of 80 dBA when measured at 50 ft. 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 ft from the noise source to the receiver would be reduced to 74 dBA at 100 ft from the source to the receiver, and would be further reduced to 68 dBA at 200 ft from the source to the receiver. Based on the reference construction noise levels, the Project-related construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location from the center of construction activity will range from 52.8 to 67.7 dBA $L_{eq}$ at the sensitive receiver locations in Rancho Cucamonga. Construction noise impacts would remain below the 65 dBA $L_{eq}$

construction noise level threshold at all receptors surrounding the site except at the vacant lot immediately south of the Project, which is proposed to contain residential uses.

Therefore, temporary construction noise mitigation barriers are required at the construction boundaries near the impacted receiver locations where Project construction noise levels could potentially exceed the noise level thresholds. The construction noise analysis presents a conservative, worst-case approach with the highest noise-level-producing equipment for each stage of Project construction operating at the closest point from the center of construction activity to the nearby sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels that will be experienced at each receiver location. With the installation of temporary exterior noise control barriers at the minimum height of 9 ft, a reduction of 8.5 dBA would occur, reducing noise levels to 59.2 dBA $L_{eq}$. It is important to note that the temporary construction noise barrier is only necessary if the residential uses immediately to the south of the Project are fully constructed and occupied at the time of Project construction.

**Long-Term On-Site Traffic Noise Impacts.** It is expected that the primary source of noise impacts to the Project site will be traffic noise from Foothill Boulevard and East Avenue. The Project will also experience some background traffic noise impacts from the Project's internal parking lot; however, due to the low traffic volume/speeds, traffic noise from the parking areas will not make a significant contribution to the noise environment.

***Exterior Noise Analysis.*** Using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) and the parameters outlined in Section 6 of the Noise Impact Analysis, the expected future exterior noise levels for the on-site building were calculated. The on-site traffic noise level impacts indicate that the units facing Foothill Boulevard and East Avenue will experience unmitigated exterior noise levels ranging from 58.9 to 70.5 dBA CNEL.

With unmitigated exterior traffic noise levels approaching 70.5 dBA CNEL at buildings facing East Avenue, the Project's multifamily residential land use is considered normally unacceptable land use, requiring a detailed analysis of the interior noise reduction requirements needed to satisfy the interior noise level standard of 45 dBA CNEL. Since there are no outdoor living areas requiring exterior noise mitigation at the buildings facing East Avenue, no exterior noise mitigation is required.

***Interior Noise Analysis.*** To provide the necessary interior noise level reduction, the Noise Impact Analysis indicates that residential buildings facing Foothill Boulevard and East Avenue will require a windows-closed condition and a means of mechanical ventilation (e.g., air conditioning). The future unmitigated noise levels at the first-floor building façade are expected to range from 58.9 to 70.5 dBA CNEL. The first-floor interior noise level analysis shows that the City's 45 dBA CNEL interior noise level standard can be satisfied using upgraded windows with a minimum Sound Transmission Class (STC) rating of 29 for buildings adjacent to East Avenue and standard windows with a minimum STC rating of 27 for all other buildings.

The future noise levels at the second- and third-floor building façades are expected to range from 58.9 to 70.4 dBA CNEL. Upgraded windows with a minimum STC rating of 29 for buildings adjacent

to East Avenue and standard windows with a minimum STC rating of 27 for all other buildings are required to satisfy the City's 45 dBA CNEL interior noise level standard.

The interior noise analysis shows that with the recommended interior noise mitigation measures described in NOI-2, the Project will satisfy the City's 45 dBA CNEL interior noise level standards for residential development.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measures:**

**NOI-1** **Construction Noise and Vibration:** Prior to issuance of building permits, the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, shall verify that grading and construction plans include the following requirements:

- If the future residential land use immediately south of the Project site is fully built and occupied at the time of Project construction, install minimum 9-foot-high temporary construction noise barriers at the Project's southern site boundary for the duration of mobile-equipment construction activities. The noise control barriers must present a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:
    - The barriers shall provide a minimum transmission loss of 20 A-weighted decibels (dBA). The noise barrier shall 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 barrier 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 barrier and associated elements shall be completely removed and the site appropriately restored upon conclusion of the construction activity.
- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays.
- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that

emitted noise is directed away from the noise-sensitive receptors nearest the Project site.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays). The contractor shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

**NOI-2** **Interior Noise Mitigation:** To satisfy the City's 45 dBA Community Noise Equivalent Level (CNEL) interior noise level criteria, units facing Foothill Boulevard and East Avenue will require a noise reduction of up to 25.5 dBA and a windows-closed condition requiring a means of mechanical ventilation (e.g., air conditioning). To meet the City's 45 dBA CNEL interior noise standards, the Project shall provide the following or equivalent noise mitigation measures:

- **Windows:**
    - All windows and sliding glass doors shall be well-fitted, well-weather-stripped assemblies and shall have the following minimum sound transmission class (STC) ratings:
        - Windows facing East Avenue in Buildings 1, 2, 3, and 10 require upgraded windows with a minimum STC rating of 29.
        - All other buildings require standard windows with minimum STC ratings of 27.
- **Doors:** All exterior doors shall be well-weather-stripped, solid-core assemblies at least 1.75 inches thick.
- **Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- **Roof:** Roof sheathing of wood construction shall be well-fitted or caulked plywood of at least 0.5 inch thick. Ceilings shall be well-fitted, fully sealed gypsum board of at least 0.5 inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.

- **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided that satisfies the requirements of the Uniform Building Code.

- **Notices:** Occupancy disclosure notices are recommended for all future tenants of the residential units within the Project site. The disclosure notices should state that the units may be exposed to infrequent noise events from the adjacent Cucamonga Valley Water District well site.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

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. The proposed Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential to cause at least some perceptible vibration while operating close to a building, the vibration is usually short-term and not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- **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 the 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 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration, with a reference velocity of 0.089 in/sec PPV at 25 feet. At distances ranging from 112 to 545 ft from Project construction activities, construction vibration velocity levels are expected to approach 0.0094 in/sec PPV. To assess the human perception of vibration levels in PPV, the velocities are converted to RMS vibration levels based on the Caltrans *Transportation and Construction Vibration Guidance Manual* conversion factor of 0.71. The highest construction vibration levels in RMS are expected to approach 0.007 in/sec RMS at receiver location R5. Based on the City's vibration standards, the proposed Project construction activities will satisfy the vibration standard of 0.12 in/sec RMS at all receiver locations during Project construction. Further, Section

17.66.070 (D) of the City of Rancho Cucamonga Development Code exempts the equipment specific to temporary construction, demolition, and vehicles that leave a Project site from the vibration level standards.

The vibration impacts due to Project construction represent temporary perceptible vibration levels that may cause annoyance in residential areas; however, they do not represent vibration levels capable of causing building damage to nearby residential homes. The FTA identifies construction vibration levels capable of building damage as ranging from 0.12 to 0.5 in/sec PPV. The peak Project-construction vibration levels, approaching 0.009 in/sec PPV, will not exceed the FTA vibration levels for building damage at the residential uses near the Project site. Further, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Construction at the Project site would be restricted to daytime hours, consistent with City requirements, thereby eliminating potential vibration impacts during the sensitive nighttime hours. Therefore, the Project-related vibration impacts would result in a less than significant impact during the worst-case construction activities at the Project site boundary.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

**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?**

The Project is approximately 6 mi northeast of LA/Ontario International Airport and is not in close proximity to a private airstrip; therefore, the noise-related impact due to airport activities would be less than significant and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

## 4.14 POPULATION AND HOUSING

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

### Impact Analysis

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

The proposed Project includes the development of a gated residential community consisting of 131 for-rent residential units (73 one-bedroom and 58 two-bedroom floor plans), 4 commercial-ready units, and 1,592 sf of commercial space. The Project would have a net density of 22.8 du/ac and would provide approximately 116,155 sf of leasable dwelling space (including commercial space attached to select residential units) and 39,467 sf of shared recreational area. Because the existing use of the Project site is not residential, the proposed Project would result in a net increase of 131 residential units in Rancho Cucamonga, which may slightly increase the residential population in the city.

According to the California Department of Finance City/Population and Housing Estimates (January 1, 2019),[56] the average number of persons per dwelling unit in Rancho Cucamonga in 2019 was 3.09 persons. Based on the City's average occupancy rate of 3.09 persons per unit, the proposed Project would introduce 404 persons into the Project area. [57] The introduction of approximately 404 new residents would be approximately 0.2 percent of the city's population of 174,573 in 2017,[58] and 0.2 percent of the city's projected population of 173,900 in 2020.[59] The assumption of 404 new residents is a conservative estimate that assumes all of the occupants of the new residences provided by the Project are new residents to the city and does not account for a scenario in which some existing residents of the city relocate to the proposed residential units. The increase in population resulting from the proposed Project is not considered significant because it comprises only a small portion (less than 1 percent) of the total population of Rancho Cucamonga and does not represent a substantial increase in population.

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56 California Department of Finance. 2019. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark City/County Population and Housing Estimates. May.

57 131 du × 3.09 persons/du = 403.48, or 404 persons

58 United States Census Bureau. 2013–2017 American Community Survey 5-Year Estimates, Table DP05.

In addition, the Regional Housing Needs Assessment (RHNA) Allocation Plan, mandated by the California State Housing Element law as part of the process of updating local housing elements of the General Plan, has quantified a range of housing needs by income groups for each jurisdiction during specific planning periods. According to the City's 2010 General Plan Housing Element, SCAG has established a RHNA goal for the City to develop 848 new housing units by the year 2021. Of these 848 units, 209 would be set aside for Very Low-Income groups, 141 for Low-Income groups, 158 for Moderate-Income groups, and 340 for Above-Moderate-Income groups. The proposed Project would develop the Project site with 131 new market-rate housing units, which would help to meet the City's current housing needs and RHNA goal.

Additionally, the proposed Project is surrounded by urban uses to the north, south, and west, including single-family residential uses and a utility corridor containing a CVWD pumping station adjacent to the southern boundary of the Project site. While the Project would include infrastructure improvements (such as utility connections to the existing undeveloped site) to serve the proposed mixed-use development, the Project does not propose to expand surrounding utility infrastructure in the Project vicinity, nor does the Project include roadway expansions that would indirectly induce growth.

For the reasons stated above, the proposed Project would not result in substantial unplanned growth, nor would the Project directly or indirectly induce population growth through the extension of roads or other infrastructure. Therefore, potential impacts related to substantial inducement of population growth would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

The Project site is currently vacant and undeveloped. No housing currently exists on the Project site, and housing displacement would not occur as a result of Project implementation. Because the Project site does not currently contain any permanent occupants, no people would be displaced as a result of the development of the proposed Project. Therefore, the proposed Project would not displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere, and no mitigation is required.

**Significance Determination:** No Impact.

**Mitigation Measures**: No mitigation is required.

## 4.15 PUBLIC SERVICES

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

### Impact Analysis

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

This section is, in part, based on information solicited through written correspondence with public service providers. Written responses from public service providers is provided in Appendix K.

#### i Fire protection?

The RCFPD provides a wide array of services to the community, including emergency medical services, structure fire protection, fire suppression and prevention, response to hazardous and toxic material release, and technical rescue. The RCFPD operates seven fire stations and employs 120 full- and part-time RCFPD employees to serve nearly 170,000 residents in a 50-square-mile area, which includes all of Rancho Cucamonga and 10 square miles of unincorporated land adjacent to the San Bernardino National Forest.[60]

Fire Station No. 173 is the closest fire station to the proposed Project site and is located at 12270 Fire House Court, Rancho Cucamonga. The Project site, which itself is located northwest of the West Foothill Boulevard/East Avenue intersection, is approximately 1.63 mi southeast of Fire Station No. 173. Fire Station No. 173 would be the first to the Project site in the event of an emergency and would therefore be the "first-in" station. Fire Station No. 173 has a dedicated Hazardous Materials Team. This specialized team is trained in both biological and chemical hazardous materials

60 Written correspondence with Robert Ball, Fire Marshall, RCFPD. June 18, 2019.

emergency response. RCFPD provides rapid response and assessment of life threatening situations and has an Emergency Medical Services (EMS) program, which consists of certified paramedics who provide Advanced Life Support (ALS) services.

The RCFPD employs 112 full-time employees and 8 part-time employees.[61] In 2018, the RCFPD responded to approximately 16,650 incidents. Of these, approximately 75 percent of the incidents were for EMS, 12 percent were for fire, and 13 percent were for other purposes (e.g., hazardous materials response, water salvages, and public service requests).[62] The RCFPD has a response time goal of 4 minutes to any location within the Fire District. Travel time is defined as the time from when the dispatched crew leaves the station until they arrive at the address of the emergency.[63] The RCFPD plans to relocate Station No. 172 to a location approximately 1 mi west of its current location. The RCFPD also plans to construct an eighth station, Station No. 178, at approximately Haven Avenue and Town Center Drive. According to the RCFPD, these expansions/relocations were developed independently of the proposed Project and are not necessitated as a result of the proposed Project.[64]

According to the California Department of Forestry and Fire Protection (CAL FIRE) Resource Assessment Program, the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ).[65] Emergency access to the Project site would be provided via two driveways off East Avenue. As discussed in Section 4.17, Transportation, the proposed Project would not result in a substantial increase in traffic congestion or significant impacts at local intersections that would delay emergency vehicles. Therefore, the proposed Project would not impair emergency response vehicles or increase response times.

As discussed in Section 4.14, Population and Housing, the proposed Project would result in an increase of 131 residential units, which would add approximately 404 new residents and increase the number of on-site visitors and personnel. Construction and operation of the proposed Project may result in increased demand for fire protection services, but it would not trigger the need for new or altered facilities. Based on consultation with the RCFPD, the proposed Project can be adequately served by existing fire stations, and no new or altered facilities are needed to serve the uses that would be allowed by the Project.[66] Consequently, RCFPD would be able to maintain current levels of service provided to Rancho Cucamonga, including the Project site, following Project implementation. Moreover, all development within the Project area would be reviewed by the RCFPD for compliance with the applicable provisions of the California Fire and Residential Codes along with the requirements of the RCFPD's Standards and Guidance documents, including, but not limited to, requirements for fire apparatus access roads, gates, address and building signage, Knox boxes, fire protection water supply systems, and site plan criteria. Therefore, potential impacts

61 City of Rancho Cucamonga. 2010i. Overview of Departmental Operating Budgets.
62 Written correspondence with Robert Ball, Fire Marshall, RCFPD. June 18, 2019.
63 Ibid.
64 Ibid.
65 CAL FIRE. 2012. FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed June 22, 2019).
66 Written correspondence with Robert Ball, Fire Marshall, RCFPD. June 18, 2019.

related to fire protection services would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

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

**ii Police protection?**

The City contracts with the County of San Bernardino Sheriff's Department (SBSD) for police protection services. The SBSD has one station within Rancho Cucamonga, located at 10510 Civic Center Drive, approximately 3.45 mi southwest of the Project site, and a Sheriff's substation at Victoria Gardens, approximately 0.93 mi west of the Project site. The SBSD's Rancho Cucamonga Patrol Station is responsible for providing law enforcement to 40 square miles. Police service needs are determined by performing periodic analysis of various factors, including officer-per-capita ratio, number of calls for service, and officer unstructured time.

The Rancho Cucamonga Patrol Station's SBSD staffing level in 2018 was 141 sworn officers, 41 nonsworn officers/general employees, and 90 volunteers.[67] The City has established a goal of providing approximately one officer for every 1,080 residents.[68] According to the SBSD's 2018 statistics, the current staffing ratio is 0.61 deputy per 1,000 residents.[69] As such, the City's goal standard is not currently being met. The SBSD's performance standard is a response time of 4 minutes and 16 seconds or less for emergency calls. According to the SBSD, the Rancho Cucamonga Patrol Station's actual average emergency response time is 1 minute and 42 seconds.[70]

As previously stated in Section 4.14, Population and Housing, the proposed Project would increase Rancho Cucamonga's population by approximately 404 residents. The proposed Project would incrementally contribute to demand for additional police protection services. When considered with the existing (2018) population of 177,751 residents and the current SBSD staffing level of 0.61 deputy per 1,000 residents**,** the Project-related population increase's impact on the SBSD's ratio of police officers per resident would be minimal (0.4 officer).[71] Therefore, the increase in population associated with the proposed Project would be minimal compared to the number of police officers

67 Written correspondence with Casey Jiles, Lieutenant, SBSD, Rancho Cucamonga Station. June 27, 2019.
68 City of Rancho Cucamonga. 2010c. General Plan EIR.
69 Written correspondence with Casey Jiles, Lieutenant, SBSD, Rancho Cucamonga Station. June 27, 2019.
70 Ibid.
71 177,751 (2018 population) / 1,080 residents = 164.5 officers needed to meet City's goal ratio. 177,751 (2018 population) + 404 Project-related increase in residents = 178,155 / 1,080 residents = 164.9 officers needed to meet ratio. 164.9 – 164.5 = 0.4 additional officer.

currently employed by the City and would not trigger the need for new or physically altered police facilities. The SBSD is currently in the process of developing a West Side Public Safety Substation approximately 5.7 mi west of the Project site, near the intersection of Vineyard Avenue and San Bernardino Road. This substation is anticipated to be completed in the summer of 2020. In addition, the City requires payment of an in-lieu fee to prevent new residential and nonresidential development from reducing the quality and availability of public services provided to residents of Rancho Cucamonga by requiring new residential development to contribute to the cost of expanding the availability of police assets in Rancho Cucamonga.[72] Payment of these in-lieu fees, as required by RCM-PS-1, would serve to reduce Project-related impacts to police protection to a less than significant level. Therefore, impacts to police services would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures.** No mitigation is required; however, the proposed Project would be required to comply with the City's Municipal Code, Section 3.64, Police Impact Fee, as detailed below.

**RCM-PS-1** **Payment of Police Impact Fee.** Prior to issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required Police Impact Fees in accordance with Section 3.64, Police Impact Fee, of the Rancho Cucamonga Municipal Code.

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

**iii Schools?**

The Project site is located within the jurisdictional boundaries of two school districts: Etiwanda School District (ESD) for elementary and intermediate school[73] and Chaffey Joint Union High School District (CJUHSD) for high school.[74]

**Etiwanda School District.** The ESD currently serves students in grades kindergarten through 8. The ESD operates 20 schools/programs, including 13 elementary schools, 4 intermediate schools, and 3 alternative education programs. The Project site is assigned to West Heritage Elementary School (approximately 0.5 mi northeast of the Project site in Fontana) and Heritage Intermediate School

72 City of Rancho Cucamonga Municipal Code, Section 3.64, Police Impact Fee.
73 Etiwanda School District. 2017. Attendance Boundaries Effective July 1, 2017.
74 Chaffey Joint Union High School District. 2011. Boundary Map.

(approximately 1 mi northeast of the Project site in Fontana).[75] The current enrollment and capacity of these schools is shown below in Table 4.14.A.

### Table 4.14.A: Etiwanda School District Capacities and Enrollment

| School/Location | Grade | Current Capacity | Current Enrollment | Remaining Capacity |
|---|---|---|---|---|
| West Heritage School<br>*13690 West Constitution Way, Fontana* | K–5 | 874 | 684 | 190 |
| Heritage Intermediate<br>*13766 South Heritage Circle, Fontana* | 6–8 | 1,536 | 1,250 | 286 |

Source: Written correspondence with Pam Polchow, Administrative Assistant II, Business Services, Etiwanda School District, on June 13, 2019, and June 18, 2019.

**Chaffey Joint Union High School District.** The CJUHSD currently serves approximately 25,000 students in grades 9 through 12. The CJUHSD operates 12 schools/programs: 8 high schools and 4 alternative education schools (e.g., adult schools, continuing education, a community day school, and an online school).[76] Etiwanda High School would serve as the school of attendance for residents of the proposed Project.[77] The current enrollment and capacity of the schools nearest to the Project site is shown in Table 4.14.A, School Capacities and Enrollment.

CJUHSD student generation rates for single-family attached residential units were used to analyze the estimated students generated as a result of Project implementation. Based on these generation factors, it is assumed that the 131 residential units proposed would generate approximately 35 high school students (refer to Table 4.14.D, CJUHSD Projected School Enrollments).

The Project-related increase in students projected as a result of Project implementation would incrementally increase the demand for school facilities. However, as illustrated by Tables 3.14.A through 3.14.D, the existing elementary, middle, and high schools serving the Project site would have sufficient capacity to serve the Project-related increase in schoolchildren. Furthermore, written correspondence with ESD and CJUHSD confirmed that the districts are not planning to construct new schools to serve the area because there is not currently a need for an additional school in the area and implementation of the Project would not generate such a need for additional facilities.[78]

[75] Source: Written correspondence with Pam Polchow, Administrative Assistant II, Business Services, ESD, on June 13, 2019, and June 18, 2019.

[76] Chaffey Joint Union High School District. 2018. About the District.

[77] Written correspondence with Mike Harrison, Director of Operations, Planning and Facilities, CJUHSD, June 19, 2019.

[78] Written correspondence with Pam Polchow, Administrative Assistant II, Business Services, ESD, June 13, 2019, and phone conversation with Mike Harrison, Director of Operations, Planning and Facilities, CJUHSD, June 19, 2018.

## Table 4.14.B: Etiwanda School District Projected Enrollment

| Grade Levels | Student Generation Factor | Projected Enrollment |
|---|---|---|
| Elementary School | 0.3033 student/unit | 39.7 students |
| Intermediate School | 0.1286 student/unit | 16.8 students |
| **Total Students (rounded to whole number)** | | 57 |

Source: Written correspondence with Pam Polchow, Administrative Assistant II, Business Services, Etiwanda School District, on June 13, 2019.

[1] Current enrollment includes the number of students actually attending the school in 2017–2018.

[2] Current capacity includes the school's current operating capacity or the number of students the school can serve while operating during the current calendar year.

## Table 4.14.C: CJUHSD School Capacities and Enrollment

| School | Grade | Current Capacity[2] | Current Enrollment | Under Capacity |
|---|---|---|---|---|
| Etiwanda High School<br>13500 Victoria Avenue | 9–12 | 4,124[3] | 3,497 | 628 |

Source: Phone conversation with Mike Harrison, Director of Operations, Planning and Facilities, CJUHSD, June 19, 2019.

[1] Current enrollment includes the number of students actually attending the school in 2017–2018.

[2] Current capacity includes the school's current operating capacity or the number of students the school can serve while operating during the current calendar year.

[3] The 2017–2018 capacity was approximately 3,580. Etiwanda High School is currently constructing 16 new classrooms, which will be complete and in use by January 2020. These plans are independent of the proposed Project. CJUHSD maintains a standard of 34 students per classroom. These new classrooms will increase Etiwanda High School's capacity by 544 students by the time the proposed Project is developed. Per a phone conversation on June 19, 2019, with Mike Harrison, Director of Operations, Planning and Facilities for CJUHSD, this environmental analysis should consider the 2017–2018 capacity plus facilities expansion for this environmental analysis. Without the additional classrooms, Etiwanda High School would still be under capacity by 83.

CJUHSD = Chaffey Joint Union High School District

## Table 4.14.D: CJUHSD Projected School Enrollment

| Grade Levels | Student Generation Factor | Projected Enrollment |
|---|---|---|
| High School | 0.2626 students | 34.4 students |
| **Total Students (rounded to whole number)** | | 35.0 students |

Source: CJUHSD, Developer Fee Justification Study. 2008.

Note: The Projected enrollment is based on the proposed Project size of 131 multifamily residential units.

CJUHSD = Chaffey Joint Union High School District

**Summary.** Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project Applicant would be required to pay such fees to reduce any Project-related impacts on school services as provided in Section 65995 of the California Government Code. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued.

The current ESD Development Impact Fee for new development projects is $2.90 per residential square foot, $3,489 per residential unit, and $0.42 per commercial square foot.[79] The current CJUHSD Developer Impact Fee for new development projects is $1.17 per residential square foot and $0.19 per commercial square foot.[80] Therefore, with payment of the required fees to reduce any impacts of new development on school services (refer to RCM-PS-2, below), potential impacts to school services and facilities associated with implementation of the proposed Project would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measure.** No mitigation is required; however, the proposed Project is required to comply with California Education Code Section 17620(a)(1).

**RCM-PS-2** **Payment of School Development Fee.** Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. Prior to issuance of building permits, the Project Applicant/Developer shall submit proof of payment of all applicable school facility development fees to the City of Rancho Cucamonga Director of Planning, or designee.

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

**iv Parks?**

As discussed in Section 4.16, Recreation, the City maintains and operates 36 park properties that account for 347.7 ac of parklands and recreational facilities, and a Multi-Use Regional Community Trails network that accounts for 295 ac of land for recreational use. In total, there is 642.6 ac of park and recreational land available for use by the residents of Rancho Cucamonga. The closest park to the Project site is Garcia Park, approximately 170 feet northwest of the Project boundary and 400 feet north of the Project site's area of development at 13150 Garcia Drive. Amenities at this park include picnic tables, barbecues, a playground, a full-size basketball court, and an exercise course.

[79] Written correspondence with Pam Polchow, Administrative Assistant II, Business Services, ESD, June 13, 2019, and phone conversation with Mike Harrison, Director of Operations, Planning and Facilities, CJUHSD, June 19, 2018.

[80] Phone conversation with Mike Harrison, Director of Operations, Planning and Facilities, CJUHSD, June 19, 2019.

The Community Services Element of the City's General Plan requires the provision of 5 ac of parkland per 1,000 residents. Given the existing (2018) population of 177,751 residents, the City would need to provide 888.755 ac of parklands and recreational facilities to meet this standard. The City currently provides 347.6 ac of developed parkland and special use facilities and 294.6 ac of multipurpose and community trails, for a total of 642.2 ac of parkland within the city. As such, the City is not currently meeting the standard of 5 ac of parkland per 1,000 residents. As discussed above, development of the proposed Project would result in an increase of 404 new residents. T addition of 404 residents generated by the proposed Project would require an additional 2.02 ac of parkland.[81] The proposed Project includes the development of 39,467 sf (0.9 ac) of common usable space consisting of active and passive recreational amenities. Amenities include a pool and spa, barbecue facilities, a clubhouse, common open space areas, and multiple sport court areas (volleyball, cornhole, badminton, bocce ball, and horseshoes). Although the Project would provide on-site recreational space that can be used by the residents, it would not provide the required 2.02 ac of parkland.

Although implementation of the proposed Project would cause an incremental increase in demand for parks, this increase would be partially offset by the inclusion of on-site recreational areas reserved for Project occupants and guests. In addition, the City requires payment of an in-lieu fee for upgrades to existing parks. Payment of these in-lieu fees, as required by RCM-PS-3 would serve to reduce Project-related impacts to parks to a less than significant level. Therefore, impacts to parks and recreational facilities would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures.** No mitigation is required; however, the proposed Project would be required to comply with City Municipal Code Chapter 3.68.030.

**RCM-PS-3** **Payment of Park Impact Fee.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required park in-lieu/park impact fees as established in Chapter 3.68.030 of the Rancho Cucamonga Municipal Code.

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

**v Other public facilities?**

[81] 404 additional residents generated by the project * 5 ac per 1,000 residents, or 404 * 5 / 1,000 = 2.02 ac of parkland required as part of the project to meet the City's standard.

The Archibald Library, located at 7368 Archibald Avenue, is approximately 4.6 mi northwest of the Project site. This library facility is approximately 22,500 sf and houses 165,000 items.[82] The Paul A. Biane Library at Victoria Gardens is approximately 23,000 sf and contains a book and media collection of 100,000 items, a 21-seat technology center, a story room, and a traditional reading room. The library has an additional 14,000 sf on the second level that is currently unused.

As discussed above, development of the proposed Project would result in an increase of an estimated 404 new residents. Although implementation of the proposed Project would cause an increase in demand for library facilities, this increase would be minimal. In addition, the City requires payment of an in-lieu fee to prevent new residential development from reducing the quality and availability of public services provided to residents of Rancho Cucamonga by requiring new residential development to contribute to the cost of expanding the availability of library and cultural center assets in the city.[83] Payment of these in-lieu fees, as required by Rancho Cucamonga Municipal Code Section 3.56 (refer to RCM-PS-4), would serve to reduce Project-related impacts to libraries to a less than significant level. Therefore, impacts to library facilities would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures.** No mitigation is required; however, the proposed Project would be required to comply with City Municipal Code Section 3.56.

**RCM-PS-4** **Payment of Library Impact Fee.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required Library Impact Fees as established in Section 3.56 of the Rancho Cucamonga Municipal Code.

82 City of Rancho Cucamonga. 2010c. General Plan EIR.

83 City of Rancho Cucamonga Municipal Code, Section 3.56, Library Impact Fee.

## 4.16 RECREATION

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

### Impact Analysis

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

The City of Rancho Cucamonga Community Services Department (RCCSD) operates park and recreational facilities and programs for the City, including future residents of the Project, and manages scheduled park uses. The Public Works Services Department is responsible for the maintenance of park and all public facilities. The City maintains and operates 36 park properties that account for approximately 347.6 ac of parklands and recreational facilities. Parkland in the City consists of 25 neighborhood parks, 3 community parks, and 8 special-use facilities. Overall, the City has 170.3 ac of neighborhood parks, 96.0 ac of community parks, and 81.3 ac of special use facilities.[84] In addition to parks and special facilities, the City's Multi-Use Regional and Community Trails add approximately 295 ac of land for recreational use.[85] According to the Community Services Element, the City requires 5.0 ac of parkland for every 1,000 residents. Based on the City's estimated 2018 population of 177,751[86] and the 642.6 total acres of park and recreational facilities, the City currently provides 3.615 ac of park space per 1,000 residents. Therefore, the City is not currently meeting its parkland standard of 5 ac per 1,000 residents.

Based on the City's park classifications and service areas, the parks listed in Table 4.16.A would serve the Project site. However, all parks in Rancho Cucamonga could be affected because residents would be able to use any park and recreation facility in the city.

84 City of Rancho Cucamonga. 2010d. General Plan EIR. Chapter 4.15: Parks and Recreation.
85 Ibid.
86 U.S. Census Bureau. American Fact Finder. Rancho Cucamonga, California 2018 Population Estimate.

## Table 4.16.A: Parks and Recreational Facilities in the Project Vicinity

| Name and Address | Distance from Project Site[1] (miles) | Type | Size (acres) | Amenities |
|---|---|---|---|---|
| Garcia Park<br>13150 Garcia Drive<br>Rancho Cucamonga | 0.19 | Neighborhood Park | 5.5 | Reservable and nonreservable picnic tables, barbecues, playground, full-size basketball court, baseball field, exercise course |
| Victoria Arbors Park<br>7429 Arbor Lane<br>Rancho Cucamonga | 1.09 | Neighborhood Park | 9.1 | Reservable uncovered picnic shelter, nonreservable picnic tables, barbecues, playground, full-size basketball court, softball/baseball field exercise course |
| Windrows Park<br>6849 Victoria Park Lane<br>Rancho Cucamonga | 1.63 | Neighborhood Park | 8.0 | Picnic tables, barbecue, children's play equipment area, equestrian trail access, exercise course, half-size basketball court, two softball/baseball fields, soccer/football field with no goalposts |

Sources: City of Rancho Cucamonga. Parks. Website: https://www.cityofrc.us/cityhall/cs/parks/loc/ (accessed June 7, 2019).
City of Rancho Cucamonga General Plan EIR, Chapter 4.15: Parks and Recreation (2010).

[1] Measured from the Project's proposed entrance driveway at Marshall Court.

Approximately 39,467 sf (0.84 ac) of common recreational area would be included as part of the Project. On-site amenities include a pool and spa, barbecue facilities, a clubhouse, common open spaces areas, and multiple court sport areas (volleyball, cornhole, badminton, bocce ball, and horseshoes. Residents are anticipated to utilize the on-site recreational amenities and open space to a greater degree than off-site facilities due to convenience and proximity. The Project's provision of on-site open space and recreational facilities would reduce the use of parks by Project residents. Nevertheless, some Project residents would still be expected to utilize other recreational facilities. As a result, the proposed Project would create an incremental increase in the use of area parks.

Increased demand for parks and other recreation services primarily results from increases in permanent population. The addition of approximately 404 new residents generated by the proposed Project could incrementally increase usage of City parks and recreational facilities. Based on the City's goal of providing 5 ac of parkland for every 1,000 residents, the proposed Project would create the need for approximately 2.02 ac of parkland in Rancho Cucamonga.

The Quimby Act (State of California Planning and Zoning Law, Section 66477) allows the legislative body of a city to require the dedication of land for park facilities and/or the payment of in-lieu fees for park and recreational purposes as a condition to the approval for a final tract map or parcel map for certain subdivisions. Section 3.68 of the Rancho Cucamonga Municipal Code establishes Park In-Lieu Fees/Park Impact Fees. In addition, Section 3.52 of the Municipal Code also establishes a Community and Recreation Center Impact Fee. Both Section 3.52 and Section 3.68 would be applicable to the proposed Project. The City will require the Project Applicant/Developer to pay fees as identified in RCM-REC-1. Therefore, with the provision of 0.84 ac of on-site recreation space and the payment of In-Lieu Park Fees and Recreation Center Development Fees, impacts to recreation requirements would be less than significant. The proposed Project would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial deterioration of the facilities would occur or be accelerated.

**Significance Determination**: Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required; however, RCM-REC-1 would be implemented to reduce Project impacts to neighborhood and regional parks.

**RCM-REC-1** **Dedication Fees.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required in-lieu park fees and community and recreation center fees as required by Section 3.52 of the Rancho Cucamonga Municipal Code.

**c) 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?**

The proposed Project includes 0.84 ac of recreational amenities, which would be available only to residents and their guests. Additionally, there is 0.19 ac of private open space distributed throughout the residential units. The proposed Project would not include any recreational facilities that would be open to the general public.

The construction of the recreational space is part of the proposed Project, and potential adverse effects associated with implementation of the recreational space have been considered throughout the analysis in this IS/MND. Therefore, the proposed Project does not include recreational facilities that would have an adverse physical effect on the environment, and no mitigation would be required.

The increase in population associated with the proposed 131-unit Project would be approximately 404 residents. Based on the City's parkland requirement of 5 ac per 1,000 residents, the proposed Project would increase the demand for parkland in Rancho Cucamonga by 2.02 ac. As previously discussed in Threshold 4.16(a), the applicant is required by the City to pay in-lieu park fees and community and recreation center fees (refer to RCM-REC-1). The proposed Project does not involve the construction or expansion of recreational facilities beyond the 0.84 ac of common recreation space and 0.19 ac of private open space. Therefore, impacts related to construction or expansion of recreational facilities included in the proposed Project would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required; however, RCM-REC-1, presented in Response 4.16(a), would be implemented to reduce Project-related impacts to neighborhood and regional parks.

## 4.17 TRANSPORTATION

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict or be inconsistent with CEQA Guidelines §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

This section is based on the *Westbury Transportation Impact Study* (Fehr & Peers, April 2020). This report is included in Appendix J.

### Impact Analysis

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

Project-related traffic impacts were analyzed in the *Westbury Transportation Impact Analysis* (Fehr & Peers, 2020) (TIA). The TIA assessed project-related traffic impacts at the following seven area intersections:

1. Interstate 15 (I-15) southbound ramps and Foothill Boulevard
2. I-15 northbound ramps and Foothill Boulevard
3. Etiwanda Avenue and Foothill Boulevard
4. East Avenue and Foothill Boulevard
5. East Avenue and Project Driveway[87]
6. East Avenue and Project Driveway/Marshall Court
7. East Avenue and Miller Avenue

The TIA evaluated the following six scenarios:

- Existing (2018) Conditions
- Existing (2018) Plus Project Conditions
- Opening Year (2022) Conditions
- Opening Year (2022) Plus Project Conditions

87 The intersection becomes a two-way-stop-controlled intersection under the Plus Project scenarios.

- Cumulative Year (2040) Conditions
- Cumulative Year (2040) Plus Project Conditions

Intersection operating conditions in the study area were evaluated using the Transportation Research Board *Highway Capacity Manual* (HCM) 2010 methodology. The HCM 2010 Methodology estimates a quantitative delay at intersections and assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades are provided in Table 4.17.A, Intersection LOS Descriptions.

## Table 4.17.A: Intersection LOS Descriptions

| Level of Service | Description |
|---|---|
| A | Operations with very low delay occurring with favorable progression and/or short cycle length. |
| B | Operations with low delay occurring with good progression and/or short cycle lengths. |
| C | Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear. |
| D | Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable. |
| E | Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. |
| F | Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths. |

Sources: Westbury Transportation Impact Study (Fehr & Peers 2020)
*Highway Capacity Manual* (Transportation Research Board 2010).

The relationship between LOS and delay for signalized and unsignalized intersections is summarized in Table 4.17.B, Intersection LOS Criteria.

## Table 4.17.B: Intersection LOS Criteria

| Level of Service | Signalized Delay (Seconds) | Unsignalized Delay (Seconds) |
|---|---|---|
| A | $\leq$ 10 | $\leq$ 10 |
| B | > 10 and $\leq$ 20 | > 10 and $\leq$ 15 |
| C | > 20 and $\leq$ 35 | > 15 and $\leq$ 25 |
| D | > 35 and $\leq$ 55 | > 25 and $\leq$ 35 |
| E | > 55 and $\leq$ 80 | > 35 and $\leq$ 50 |
| F | > 80 | > 50 |

Sources: Westbury Transportation Impact Study (Fehr & Peers 2020)
*Highway Capacity Manual* (Transportation Research Board 2010).

The City considers LOS D as the upper limit of acceptable operation for intersections. Caltrans considers the transition between LOS C and LOS D as the minimum acceptable standard for state facilities. As the congestion management agency, the San Bernardino County Transportation Authority considers LOS E as the minimum acceptable threshold for the San Bernardino County Congestion Management Program (CMP) facilities. However, the CMP states that local agency

thresholds should be applied as long as they provide improved service levels compared to the CMP requirement. Given that the City and Caltrans LOS standards are LOS D and LOS C, respectively, and the CMP threshold is LOS E, the local thresholds were applied for the impact assessment.

For both City of Rancho Cucamonga and Caltrans facilities, a project traffic impact occurs at an intersection if the addition of project-generated trips causes an intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS, or if the project increases the delay at any intersection already operating at an unacceptable LOS.

The proposed Project involves the development of a 131-unit residential development, 4 commercial-ready units, and a commercial space. As discussed in Section 4.14, Population and Housing, the Project is anticipated to result in a population increase of approximately 404 people. Vehicular trips associated with the proposed Project would be generated primarily from residents and their visitors. As shown on Table 4.17.C, Project Trip Generation Summary, the proposed Project would generate approximately 1,036 daily trips, 63 a.m. peak-hour trips, and 88 p.m. peak-hour trips.

### Table 4.17.C: Project Trip Generation Summary

| Land Use | Size | Unit | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| **Trip Rates[1]** | | | | | | | | | |
| Multifamily Housing (Low-Rise) | | DU | 7.32 | 0.11 | 0.35 | 0.46 | 0.35 | 0.21 | 0.56 |
| Shopping Center | | TSF | 37.75 | 0.58 | 0.36 | 0.94 | 1.83 | 1.98 | 3.81 |
| Small Office Building | | TSF | 16.19 | 1.59 | 0.33 | 1.92 | 0.78 | 1.67 | 2.45 |
| **Project Trip Generation** | | | | | | | | | |
| Multifamily Housing (Low-Rise) | 131 | DU | 959 | 14 | 46 | 60 | 46 | 27 | 73 |
| Shopping Center | 1.500 | TSF | 57 | 1 | 0 | 1 | 4 | 5 | 9 |
| Small Office Building | 1.200 | TSF | 20 | 2 | 0 | 2 | 2 | 4 | 6 |
| **Total Trip Generation** | | | **1,036** | **17** | **46** | **63** | **52** | **36** | **88** |

Source: Westbury Transportation Impact Study (Fehr & Peers 2020).

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017).

ADT = average daily trips

DU = dwelling unit

TSF = thousand square feet

**Existing Plus Project Conditions.** Table 4.17.D summarizes the peak-hour LOS results for Existing Plus Project traffic conditions at the study intersections. As shown on this table, all study area intersections currently operate at acceptable LOS. With implementation of the Project, all study area intersections would continue to operate at acceptable LOS. Therefore, the proposed Project would not result in any significant impacts based on the LOS standards and significance criteria under existing conditions.

## Table 4.17.D: Existing Plus Project Intersection LOS Summary

| Intersection | | Control | Peak Hour | Existing | | Existing Plus Project | | Significant Impact? | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS | Δ Delay | Yes/No |
| 1 | I-15 Southbound Ramps/ Foothill Boulevard | Signal | AM | 10.6 | B | 10.7 | B | 0.1 | No |
| | | | PM | 13.4 | B | 13.5 | B | 0.1 | No |
| 2 | I-15 Northbound Ramps/ Foothill Boulevard | Signal | AM | 17.5 | B | 17.5 | B | 0.0 | No |
| | | | PM | 20.1 | C | 20.3 | C | 0.2 | No |
| 3 | Etiwanda Avenue/Foothill Boulevard | Signal | AM | 38.1 | D | 38.4 | D | 0.3 | No |
| | | | PM | 38.6 | D | 38.2 | D | -0.4 | No |
| 4 | East Avenue/Foothill Boulevard | Signal | AM | 12.9 | B | 13.4 | B | 0.5 | No |
| | | | PM | 8.0 | A | 8.6 | A | 0. 6 | No |
| 5 | East Avenue/Project Driveway[1] | OWSC | AM | - | - | 11.1 | B | N/A | - |
| | | | PM | - | - | 10.2 | B | N/A | - |
| 6 | East Avenue/Project Driveway (Marshall Court) | TWSC | AM | 11.6 | B | 12.6 | B | 1.0 | No |
| | | | PM | 10.2 | B | 10.8 | B | 0.6 | No |
| 7 | East Avenue/Miller Avenue | Signal | AM | 28.0 | C | 29.1 | D | 1.1 | No |
| | | | PM | 24.2 | C | 26.1 | D | 1.9 | No |

Source: Westbury Transportation Impact Study (Fehr & Peers 2020).
Delay is reported in seconds.
[1] Intersection becomes a TWSC intersection in the Plus Project scenario.
Δ = change
I-15 = Interstate 15
LOS = level of service
N/A = not applicable
OWSC = one-way stop control
TWSC = two-way stop control

**Opening Year (2022) Plus Project Conditions.** Table 4.17.E summarizes the peak-hour LOS results for Opening Year (2022) Plus Project traffic conditions at the study area intersections. As shown on this table, all study area intersections are forecast to operate at acceptable LOS. With implementation of the Project, all study area intersections would continue to operate at acceptable LOS. Therefore, the proposed Project would not result in any significant impacts based on the LOS standards and significance criteria under opening year conditions.

**Cumulative Year (2040) Plus Project Conditions.** Table 4.17.F summarizes the peak-hour LOS results for the Cumulative Year (2040) Plus Project traffic conditions at the study area intersections. As shown on this table, all study area intersections are forecast to operate at acceptable LOS. With implementation of the Project, all study area intersections would continue to operate at acceptable LOS. Therefore, the proposed Project would not result in any significant impacts based on the LOS standards and significance criteria under cumulative year conditions.

## Table 4.17.E: Opening Year (2022) Plus Project Intersection LOS Summary

| Intersection | | Control | Peak Hour | Opening Year | | Opening Year Plus Project | | Significant Impact? | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS | Δ Delay | Yes/No |
| 1 | I-15 Southbound Ramps/ Foothill Boulevard | Signal | AM | 11.0 | B | 11.0 | B | 0.0 | No |
| | | | PM | 12.9 | B | 13.1 | B | 0.2 | No |
| 2 | I-15 Northbound Ramps/ Foothill Boulevard | Signal | AM | 18.8 | B | 18.9 | B | 0.1 | No |
| | | | PM | 15.4 | B | 15.5 | B | 0.1 | No |
| 3 | Etiwanda Avenue/Foothill Boulevard | Signal | AM | 42.1 | D | 42.7 | D | 0.6 | No |
| | | | PM | 40.6 | D | 41.5 | D | 0.9 | No |
| 4 | East Avenue/Foothill Boulevard | Signal | AM | 15.1 | B | 16.0 | B | 0.9 | No |
| | | | PM | 8.2 | A | 8.8 | A | 0.6 | No |
| 5 | East Avenue/Project Driveway[1] | OWSC | AM | - | - | 10.4 | B | N/A | - |
| | | | PM | - | - | 10.2 | B | N/A | - |
| 6 | East Avenue/Project Driveway (Marshall Court) | TWSC | AM | 11.7 | B | 11.8 | B | 0.1 | No |
| | | | PM | 10.7 | B | 10.8 | B | 0.1 | No |
| 7 | East Avenue/Miller Avenue | Signal | AM | 25.0 | C | 25.1 | C | 0.1 | No |
| | | | PM | 24.8 | C | 25.3 | C | 0.5 | No |

Source: Westbury Transportation Impact Study (Fehr & Peers, April 2020).
Delay is reported in seconds.
[1] Intersection becomes a TWSC intesection in the Plus Project scenario.
Δ = change
I-15 = Interstate 15
LOS = level of service
N/A = not applicable
OWSC = one-way stop control
TWSC = two-way stop control

## Table 4.17.F: Cumulative Year (2040) Plus Project Intersection LOS Summary

| Intersection | | Control | Peak Hour | Cumulative Year | | Cumulative Year Plus Project | | Significant Impact? | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS | Δ Delay | Yes/No |
| 1 | I-15 Southbound Ramps/ Foothill Boulevard | Signal | AM | 12.4 | B | 12.5 | B | 0.1 | No |
| | | | PM | 13.7 | B | 13.8 | B | 0.1 | No |
| 2 | I-15 Northbound Ramps/ Foothill Boulevard | Signal | AM | 29.7 | C | 30.1 | C | 0.4 | No |
| | | | PM | 15.9 | B | 16.0 | B | 0.1 | No |
| 3 | Etiwanda Avenue/Foothill Boulevard | Signal | AM | 40.1 | D | 40.3 | D | 0.2 | No |
| | | | PM | 34.2 | C | 34.2 | C | 0.0 | No |
| 4 | East Avenue/Foothill Boulevard | Signal | AM | 30.0 | C | 34.7 | C | 4.7 | No |
| | | | PM | 12.2 | B | 14.8 | B | 2.6 | No |
| 5 | East Avenue/Project Driveway[1] | OWSC | AM | - | - | 11.3 | B | N/A | - |
| | | | PM | - | - | 11.5 | B | N/A | - |
| 6 | East Avenue/Project Driveway (Marshall Court) | TWSC | AM | 12.6 | B | 12.9 | B | 0.3 | No |
| | | | PM | 13.0 | B | 13.7 | B | 0.7 | No |
| 7 | East Avenue/Miller Avenue | Signal | AM | 26.5 | C | 26.6 | C | 0.1 | No |
| | | | PM | 30.0 | C | 30.5 | C | 0.5 | No |

Source: Westbury Transportation Impact Study (Fehr & Peers, April 2020).
Delay is reported in seconds.
[1] Intersection becomes a TWSC intesection in the Plus Project scenario.
Δ = change
I-15 = Interstate 15
LOS = level of service
N/A = not applicable
OWSC = one-way stop control
TWSC = two-way stop control

Regional access to the Project site is provided by East Avenue and Foothill Boulevard. East Avenue, the main roadway serving the Project site, is a tertiary travel corridor.[88] Within the City's Circulation Plan, East Avenue is a Secondary roadway. Vehicle access to the Project site would be provided via two driveways along the western side of East Avenue. The northerly of the two driveways would connect with the existing East Avenue/Marshall Court intersection. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project includes an internal private road that would provide resident access to residential and commercial units, as well as on-site amenities.

Omnitrans operates four bus lines within the vicinity of the Project site: Route 66, which travels east-west along Foothill Boulevard; Route 67, which travels east-west along Baseline Road; Route 82, which travels north-south along Milliken Avenue and along Foothill Boulevard toward Victoria Gardens; and Route 85, which travels north-south along Milliken Avenue above Foothill Boulevard. The Rancho Cucamonga Metrolink Station is west of Milliken Avenue. Commuter train service is provided via the San Bernardino Line to/from downtown Los Angeles (Union Station) and downtown San Bernardino.

Pedestrian access to the Project site from the sidewalk on East Avenue would be provided by four entrance gates. Pedestrian access to/from the parking area would be provided by five access gates. In addition, there would be one designated pedestrian access gate to provide pedestrian access to/from the parking area and the commercial area. The proposed Project would include improvements to the public sidewalk adjacent to the Project site along East Avenue. This would include a new asphalt section, curb and gutter improvements, landscaping improvements (such as street trees), two new drive approaches, and a wrought-iron fence and/or property boundary wall.

Section 17.64.100 of the City's Municipal Code establishes bicycle parking requirements. Bicycle parking is required for all new multifamily residential construction in Rancho Cucamonga at a rate of 5 percent of the required parking. In the case of a residential development, a standard garage is sufficient. As discussed in Response 4.11(b), the proposed Project would provide 134 garage parking spaces. Therefore, the proposed Project would not conflict with adopted plans, programs, ordinances, or policies regarding public transit, bicycle, or pedestrian facilities.

The City's General Plan Community Mobility Element (2010) sets forth the plan for all means of mobility in Rancho Cucamonga. The Community Mobility Element outlines specific goals and policies promoting an integrated and balanced multimodal transportation network of Complete Streets and the requirement that new development mitigate transportation impacts and improve the City's transportation system. The proposed Project would be required to be consistent with the goals and policies outlined in the Community Mobility Element.

The proposed Project would be required to adhere to all regulations outlined in the City's Municipal Code. Chapter 12, Streets, Sidewalks and Public Places, of the City's Municipal Code serves as the traffic ordinance for Rancho Cucamonga and therefore establishes specific legal and organizational authority for traffic management and regulatory enforcement of use within the public right-of-way.

[88] City of Rancho Cucamonga. 2010b. General Plan. Chapter 3: Community Mobility.

Section 12.20.080 establishes performance measures and implementation within the City's Complete Streets program. Chapter 17.78 of the City's Municipal Code, Transportation Demand Management, does not outline any requirements that apply to residential uses.

The 2016 San Bernardino County Congestion Management Program (CMP) defines a network of State highways and arterials, level of service standards and related procedures, and a process for mitigation of impacts of new development on the existing transportation system.[89] The Congestion Management Program incorporated the goals and policies of the 2016–2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Appendix B of the 2016 CMP provides criteria for projects not requiring additional analysis of traffic impacts to CMP-monitored facilities. The San Bernardino Associated Governments (SANBAG) has established thresholds for requiring analysis of potential impacts to CMP facilities. Any project meeting the CMP threshold of 250 two-way peak-hour trips that expects to add at least 50 people-hour trips to a State highway facility is required to prepare a Traffic Impact Analysis for Caltrans' review. If a project is forecasted to generate 100 to 250 peak-hour trips and expects to add at least 50 people-hour trips to a State highway facility, the jurisdiction should consult with Caltrans to determine the need for a Traffic Impact Analysis report. According to Table 3 in the Traffic Impact Analysis, Project Trip Generation Estimates, the Project generates fewer than 100 peak-hour trips and is therefore below the established threshold for requiring a CMP analysis. Because the trip generation is below the threshold established for analyzing potential impacts to CMP facilities, the impacts to CMP facilities are less than significant.

The proposed Project would be required to adhere to policies in the City's General Plan Community Mobility Element, as well as regulations outlined in the City's Municipal Code. According to the intersection analyses of Existing Plus Project, Opening Year (2022) Plus Project, and Cumulative Year (2040) Plus Project conditions, there would be no significant impacts with regard to LOS. Project-related traffic volumes would not cause any study area intersection to degrade from acceptable LOS to unacceptable LOS. In addition, the Project does not meet the established threshold for analyzing CMP facilities because it generates fewer than 100 peak-hour trips. Further, final design of the proposed Project would be subject to review by the Traffic Engineer, or designee, at the City's Department of Public Works. Therefore, the proposed Project would result in a less than significant impact related to conflicts with an applicable plan, program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

[89] San Bernardino Associated Governments. 2016. San Bernardino Congestion Management Program.

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

According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's VMT. VMT refers to the amount and distance of automobile travel attributable to a project.

*State CEQA Guidelines* Section 15064.3(b) sets forth criteria for analyzing transportation impacts, breaking down the methodology based on project type and specifying other criteria for conducting VMT analysis.

For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects located within 0.5 mi of an existing high-quality transit corridor should be considered to have a less than significant impact. *State CEQA Guidelines* Section 15064.3(b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) of the *State CEQA Guidelines*, Section 15064.3, acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (*State CEQA Guidelines* Section 15064.3(b)(4)). It is important to note that *State CEQA Guidelines* Section 15064.3(c) states that while an agency may elect to be governed by the provisions of this section immediately, it is not required until July 1, 2020.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) identifies four potential screening thresholds for determining that residential development would likely have a less than significant impact on VMT. These screening criteria are: (1) the project would generate fewer than 110 daily trips, (2) the project is located in a low-VMT-generating area, (3) the project is located within 0.5 mi of a major transit stop,[90] or (4) the project provides 100 percent affordable housing. According to the *Westbury Transportation Impact Study*, the proposed Project would generate over 1,000 daily trips. San Bernardino County has a higher VMT than the regional average; therefore, the Project site is not located in a low-VMT-generating area. The proposed Project is located within 0.5 mile of Omnitrans Bus Route 66 (Fontana–Foothill Boulevard–Montclair). However, the bus lines on this route operate every 30 minutes and therefore do not meet the screening threshold for a Project's proximity to transit operating every 15 minutes or more frequently. The proposed Project would not provide 100 percent affordable housing. Therefore, the proposed Project does not meet any of these potential screening thresholds.

[90] Transit proximity is defined as a project located within 0.5 mi of rail transit or the intersection of two or more bus routes with service every 15 minutes (or more frequently) during peak commute periods.

CalEEMod is a model used statewide to estimate pollutant and GHG emissions for various aspects of construction and operation of a proposed Project. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) identifies models (and CalEEMod specifically) as potential tools for analyzing a project's VMT. The air quality analysis used the trip generation identified in Table 4.17.G to analyze the emissions produced by vehicles traveling to/from the Project. As the site is currently vacant, no VMT are generated by the site in the existing conditions. Table 4.17.G provides a comparison of VMT.

### Table 4.17.G: Project Effect on Vehicle Miles Traveled

| | **Annual VMT** |
|---|---|
| Existing Use | 0 |
| Proposed Development | 3,421,274 |
| **Net Change** | **3,421,274** |

VMT = vehicle miles traveled

At this time, the City has not established a methodology that would appropriately analyze VMT impacts within its jurisdiction. In addition, the City does not currently have thresholds or standards in place for assessing potential VMT impacts. Therefore, this information is provided for disclosure purposes only, and traffic impacts in this IS/MND are based on the City's level-of-service thresholds.

**Significance Determination:** Inapplicable.

**Mitigation Measures**: No mitigation is required.

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

Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that serve the Project area. Access to the Project site would be provided via two new full-access driveways. One of the driveways would connect to the existing East Avenue/Marshall Court intersection. As discussed in Response 4.17(a), the intersections at both Project driveways would operate at acceptable LOS B during both peak hours for all scenarios. The proposed Project includes an internal private road that would provide resident access to residential and commercial units. The Conceptual Fire Access Site Plan verifies the internal circulation system's ability to provide adequate fire engine access and turning radius throughout the entire community. The design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works. The proposed Project does not introduce any incompatible uses into the Project vicinity. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment), and no mitigation would be required.

**Significance Determination:** Less than Significant Impact.

**Mitigation Measures:** No mitigation is required.

**d) Would the project result in inadequate emergency access?**

**Construction.** The proposed Project would require temporary lane closures on East Avenue to facilitate utility connections and construction of the sideway adjacent to the Project boundary. Temporary lane closures would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual. Among other things, the manual recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained. In this manner, officials could plan and respond appropriately in the event emergency vehicles would be required to access East Avenue. In addition, as described in Mitigation Measure HAZ-1, the Project Applicant/Developer would be required to prepare and implement a Construction Staging and Traffic Management Plan, which would be subject to the approval of the Director of the City of Rancho Cucamonga Department of Public Works, or designee. The Construction Staging and Traffic Management Plan would require certain conditions (e.g., providing warning signs, lights, and devices) and would require that the City of Rancho Cucamonga Police Department be notified a minimum of 48 hours in advance of any lane closures or roadway work. Therefore, with implementation of Mitigation Measure HAZ-1, impacts to emergency access during construction would be reduced to a less than significant level. No additional mitigation is required.

**Operation.** Emergency access to the Project site would be provided by two driveways connecting to East Avenue on the eastern boundary of the Project site and internal roads providing circulation within the Project site. As specified in Regulatory Compliance Measure (RCM) TR-1, access to/from the site must be designed to City standards and would be subject to review by the RCFPD and the SBSD for compliance with fire and emergency access standards and requirements. Project conformance with City standards and RCFPD and SBSD emergency access standards and requirements would ensure that the on-site circulation system, including both driveways, would be approriately designed and sized to accommodate the maximum turning radius of RCFPD and SBSD emergency response vehicles. Therefore, approval of the Project plans would ensure that the proposed Project's impacts related to emergency access would be less than significant with implementation of RCM TR-1.

**Significance Determination:** Potentially Significant.

**Regulatory Compliance Measures and Mitigation Measures:** No mitigation is required, but the proposed Project would be required to adhere to all applicable City, RCFPD, and SBSD standards for appropriate emergency access as described in RCM-TR-1.

**RCM-TR-1** **Emergency Access Standards.** Prior to the issuance of a building permit, the Applicant shall submit Final Circulation Design and Emergency Access Plans for review and approval by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, the Rancho Cucamonga Fire Protection District (RCFPD), and the San Bernardino Sheriff's Department (SBSD). The plans shall comply with all applicable City, RCFPD, and SBSD standards for appropriate emergency access. The plans shall address all aspects of ingress to and egress from the Project site and the on-site circulation system, including the width of all Project driveways and on-site roadways to ensure that the minimum acceptable turning radius required to accommodate emergency response vehicles is provided, and shall

identify the location of all access gates, Knox boxes, and fire suppression facilities. In accordance with City, RCFPD, and SBSD standards, the Final Circulation Design and Emergency Access Plan shall show evidence that all Project access points and the on-site circulation system are designed in accordance with all applicable emergency access standards to ensure adequate emergency responder accessibility to the Project site.

**Level of Significance after Mitigation:** Less than Significant Impact.

## 4.18 TRIBAL CULTURAL RESOURCES

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or | ☐ | ☐ | ☐ | ☒ |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☒ | ☐ | ☐ |

### Impact Analysis

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

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

**ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

The following responses address Thresholds 4.18(a)(i) and 4.18(a)(ii).

Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical

resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside of the definition stated above nonetheless qualifies as a "tribal cultural resource."

Also, per AB 52 (specifically, PRC 21080.3.1), a CEQA Lead Agency must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project and have previously requested that the Lead Agency provide the tribe with notice of such projects.

On December 16, 2019, the City sent letters for the purpose of AB 52 consultation to the following tribes:

- Gabrieleño Band of Mission Indians-Kizh Nationa
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Torres Martinez Desert Cahuilla Indians
- Soboba Band of Luiseño Indians
- San Manuel Band of Mission Indians
- Morongo Band of Mission Indians

The letters (provided in Appendix L of this IS/MND) provided each tribe with the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes had 30 days from the date of receipt of notification to request, in writing, consultation on the project. Information provided through tribal consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present on the project site.

Two responses were received in response to the City's AB 52 letters. On January 10, 2020, the San Manuel Band of Mission Indians e-mailed City staff to discuss the project. Jessica Mauck, Cultural Resources Analyst for the tribe, stated that the tribe does not have any concerns with the project's implementation as planned. The e-mail from Ms. Mauck also included the tribe's suggested cultural resource and tribal cultural resource mitigation for the City to consider. These suggestions were incorporated into Mitigation Measures TRC-1 and TRC-2.

In January 2020, the Gabrieleño Band of Mission Indians – Kizh Nation provided a letter to the City stating that the tribe is the direct lineal descendant of the project area. The letter provided the tribe's suggested cultural resource and tribal cultural resource mitigation measures for the City to consider. These suggestions were incorporated into Mitigation Measures TRC-1 and TRC-2.

As discussed in Section 4.5, Cultural Resources, the property does not contain any buildings or structures that meet any California Register criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k).

As discussed in Section 4.5, the Project site has been included in previous cultural resource studies and contains no previously recorded prehistoric or historic resources. On November 26, 2017, LSA archaeologist Gini Austerman conducted a pedestrian survey of the Project site. The survey did not

identify any cultural or archaeological resources in the Project area and concluded that there is little potential for the proposed Project to impact prehistoric resources. In the unlikely event archaeological resources are discovered at any time during construction, those activities would be halted in the vicinity of the find until it can be assessed for significance by a qualified archaeologist (see Mitigation Measure CUL-1 in Section 4.5). Implementation of Mitigation Measure CUL-1 would reduce any potential impacts to previously undiscovered archaeological resources to a less than significant level.

The City is recommending the inclusion of Mitigation Measures TCR-1 and TCR-2 to protect any potentially unknown tribal cultural resources on the Project site. In the unlikely event that ground-disturbing construction activities uncover a yet-to-be-discovered tribal cultural resource, implementation of Mitigation Measures TCR-1 and TCR-2 would reduce any potential impacts to previously undiscovered tribal cultural resources to a less than significant level. No additional mitigation is required. Therefore, with the implementation of mitigation, the proposed Project would result in less than significant impacts related to tribal cultural resources, and no mitigation would be required.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measures:**

**TCR-1** **Native American Monitoring.** Prior to commencement of grading activities, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that a qualified Native American monitor has been contacted and will be allowed access to the project site to provide Native American monitoring services during ground-disturbing project construction activities. The Native American monitor shall be selected by the City from the list of certified Native American monitors maintained by the Gabrieleño Band of Mission Indians – Kizh Nation. The selected Native American monitor(s) shall be invited to the pre-grading conference to establish procedures for tribal cultural resource surveillance. Monitoring procedures shall include provisions for temporarily halting or redirecting work and creating a 50-foot buffer zone area to permit sampling, identification, and evaluation of resources deemed by the Native American monitor(s) to be tribal cultural resources as defined in Public Resources Code (PRC) Section 21074. Construction activities can continue outside of this buffer zone area. These monitoring procedures shall be reviewed and approved by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, prior to commencement of any surface disturbance on the project site.

The Native American monitor(s) shall complete monitoring logs on a daily basis that provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Native American monitor(s) shall also provide insurance certificates, including liability insurance, meeting or exceeding requirements specified by the Applicant. The on-site monitoring shall cease when project grading and excavation activities are completed, or when the

tribal representatives and monitor(s) have indicated that the site has a low potential for tribal cultural resources.

**TCR-2** **Previously Unknown Tribal Cultural Resources.** Prior to commencement of grading activities, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall verify that all Project grading and construction plans include requirements specifying that if tribal cultural resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist (who meets Secretary of the Interior Standards) has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource" as defined in Section 21083.2(g) of the California Public Resources Code (PRC). If the find is determined to be a unique archaeological resource, the found deposits shall be treated in accordance with federal, State, and local guidelines, including, but not limited to, those set forth in PRC Section 21083.2. Any finds dating to the pre-contact period shall be also assessed by a representative from the San Manuel Band of Mission Indians (who have requested to be given the opportunity to provide input with regards to significance and treatment of pre-contact finds) and from the Gabrieleño Band of Mission Indians – Kizh Nation to determine whether the find constitutes a "tribal cultural resource" as defined in PRC Section 21074. If the find is determined to be a tribal cultural resource, a representative from the San Manuel Band of Mission Indians and from the Gabrieleño Band of Mission Indians – Kizh Nation shall coordinate the treatment and curation of these resources with the Project Applicant/Developer and the City of Rancho Cucamonga. Should the find be deemed significant, as defined by CEQA, a cultural resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a Native American monitor from the Gabrieleño Band of Mission Indians – Kizh Nation to continue to be present and for a Native American monitor from the San Manuel Band of Mission Indians to be present for the remainder of the Project, should the San Manuel Band of Mission Indians elect to place a monitor on-site. Construction personnel of the proposed Project shall not collect or move any archaeological or tribal cultural resources and associated materials. Construction activity may continue unimpeded on other portions of the Project site during assessment and treatment of tribal cultural resources. Any and all archaeological/cultural documents and records created as part of the Project shall be supplied to the City of Rancho Cucamonga for dissemination to the San Manuel Band of Mission Indians and to the Gabrieleño Band of Mission Indians – Kizh Nation, and the City of Rancho Cucamonga shall, in good faith, consult with the two tribes throughout the life of the Project.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

## 4.19 UTILITIES AND SERVICE SYSTEMS

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

### Impact Analysis

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

**Water.** Delivery of domestic water service in Rancho Cucamonga is provided by CVWD. CVWD provides water and wastewater services to approximately 190,000 people across 47 square miles. The CVWD service area includes 48,000 water connections and 37,000 sewer connections, with an average daily demand of 47 million gallons per day (mgd).[91] The Project is within CVWD's service area. According to the 2015 Urban Water Management Plan (UWMP), CVWD's three main sources of water include (1) groundwater, (2) local canyon runoff (surface and subsurface flows), and (3) imported surface water delivered through the Metropolitan Water District of Southern California. From 2006 to 2015, CVWD's total water supply was approximately 46.6 percent imported water, 45.3 percent groundwater, 6.5 percent canyon water, and 1.6 percent recycled water.[92]

Water demand associated with the proposed Project would be typical of residential water usage in Rancho Cucamonga. Long-term demand for water would occur during operation of the proposed Project. In its existing condition, there are no uses on the Project site that have a daily potable water demand.

91 Cucamonga Valley Water District. 2018. *About Us*.
92 Cucamonga Valley Water District (CVWD). 2015 *Urban Water Management Plan*.

CVWD has determined it is able to meet the current and projected full-service demands of its customers under all hydrologic conditions through 2035. In normal and single dry years, the district's groundwater supply is not anticipated to be affected. In multiple dry years, CVWD's surface water supplies are expected to be reduced. To meet demand, the difference from reduced canyon flows and imported water would be made up from CVWD's stored groundwater from the Chino Basin and implementation of its water shortage contingency plan.[93] Table 4.19.A shows the supply and demand forecasts for the multiple dry year scenario.

**Table 4.19.A: Water Supply and Demand Projections Comparison—Multiple Dry Year Third-Year Supply (2020–2035)**

| Year | Water Supply (AFY) | Water Demand | Difference |
|---|---|---|---|
| 2020 | 60,500 | 60,500 | 0 |
| 2025 | 63,100 | 63,100 | 0 |
| 2030 | 65,700 | 65,700 | 0 |
| 2035 | 65,700 | 65,700 | 0 |

Source: Cucamonga Valley Water District, Urban Water Management Plan, Table 47 (2015).
AFY = acre-feet per year.

CVWD's water demands over the years 2015–2035 are based on the 2013 Water Supply Master Plan. For years 2020 through 2035, demand is escalated proportionally with population growth projections, which CVWD estimates by using the current population density and the remaining buildable area in its service area.[94] According to the City's General Plan, Rancho Cucamonga will be fully built out by 2030 and therefore will not experience an increase in total population between 2030 and 2035.[95] Based on the reliability of CVWD's supply and the surplus in water availability in past years, CVWD would be able to meet regional water demand under the multiple dry year hydrology condition.

The proposed Project is anticipated to demand approximately 38,907 gallons per day (gpd) of water.[96] Although the proposed Project would result in an increase in water usage, the total amount of anticipated water usage by the Project represents approximately 0.1 percent of the water in CVWD's service area in 2015.[97] Consequently, the anticipated water demand of the proposed Project would be negligible compared to CVWD's water supply. In addition, as stated previously, CVWD has adequate water supply to meet demand during the single dry year and multiple dry year scenarios. Therefore, implementation of the proposed Project would not require or result in the

93 Cucamonga Valley Water District. 2015. Urban Water Management Plan. Website: https://www.cvwdwater.com/DocumentCenter/View/1955/2015-Urban-Water-Management-Plan---CVWD?bidId= (accessed June 14, 2019).

94 Ibid.

95 Ibid.

96 For residential uses, water use was estimated to be 110 percent of wastewater generation. As discussed below, the project would generate 35,370 gpd of wastewater. 35,370 gpd * 1.1 = 38,907 gpd.

97 According to the UWMP, the 2015 Actual Volume was 42,679 acre-feet. 38,907 gpd ÷ 24,679 acre-feet = 0.001 or 0.1 percent.

relocation or construction of new or expanded water treatment facilities, and no mitigation would be required.

As is required of all new development in California, the proposed Project would comply with California State law regarding water conservation measures, including pertinent provisions of Title 24 of the California Government Code regarding the use of water-efficient appliances and low-flow plumbing fixtures. Additionally, the Project would comply with the City of the Rancho Cucamonga State Model Water Efficient Landscape Ordinance (Rancho Cucamonga Municipal Code Section 17.82.020) (refer to RCM-UTL-1), which requires the submittal of a Landscaping Plan illustrating compliance with the provisions of the City's landscaping guidelines. Approval of the Landscaping Plan would ensure that landscaping included as part of the Project would not result in a water demand that would adversely affect the City's existing water supply. Therefore, the increased water demand resulting from the Project is anticipated to be minimal and would be within the existing service capacity of CVWD. As such, the proposed Project would not necessitate new or expanded water entitlements, and CVWD would be able to accommodate the increased demand for potable water. Therefore, Project impacts associated with an increase in potable water demand are considered less than significant, and no mitigation is required.

**Regulatory Compliance Measure:**

**RCM-UTL-1** **Landscape Water Efficiency Ordinance.** Prior to the issuance of a grading permit, the City of Rancho Cucamonga's Director of Planning, or designee, shall confirm that the Final Landscaping Plan for the proposed Project is consistent with all applicable provisions outlined in the City's Landscape Water Efficiency Ordinance.

**Wastewater.** CVWD provides water and wastewater services to approximately 190,000 people across 47 square miles. CVWD service area includes 48,000 water connections and 37,000 sewer connections, with an average daily demand of 47 mgd.[98] The Project is within CVWD's service area.

Wastewater generated by the Project would be delivered to the Inland Empire Utilities Agency (IEUA) RP-4 treatment plant. The IEUA is a regional wastewater treatment agency responsible for serving 875,000 people across 242 square miles in San Bernardino County.

The PD-4 treatment plant currently has an available capacity of 4.5 mgd.[99] The proposed Project is anticipated to generate approximately 35,370 gpd of wastewater.[100] The total amount of wastewater generated by the proposed Project represents approximately 0.8 percent of the daily remaining treatment capacity at RP-4, which would treat wastewater from the Project site.[101] Consequently, the increase in wastewater generated by the proposed Project would be negligible

98 Cucamonga Valley Water District. 2018. About Us. Website: https://www.cvwdwater.com/35/About-Us (accessed June 12, 2019).

99 Written correspondence with Kenneth Tam, Senior Associate Engineer, IEUA. June 13, 2019.

100 According to the IEUA, the daily flow for one residential household is 270 gpd. 270 gpd * 131 units = 35,370 gpd.

101 35,370 gpd ÷ 4.5 mgd = 0.00786 or 0.8 percent.

(less than 1 percent) compared to the available wastewater treatment capacity of PD-4. Implementation of the proposed Project would not create a need to expand existing wastewater facilities. Development of the proposed Project would not require, nor would it result in, the construction or relocation of new or expanded wastewater treatment or collection facilities other than those facilities to connect to existing infrastructure in East Avenue. Therefore, Project impacts related to the construction of wastewater treatment or collection facilities would be less than significant, and no mitigation would be required.

**Stormwater Drainage Facilities.** As shown on Figure 2.8, Utility Plan, Project improvements would include the addition of an on-site storm drain that would run south and connect to the existing storm drain system in East Avenue. Implementation of the proposed Project would increase the impervious surface area on the Project site by 5 ac, which would increase stormwater runoff from the Project site. As specified in Compliance Measure RCM-WQ-3, a Final Hydrology Study would be approved by the City and would demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff such that on-site and off-site drainage facility capacity would not be exceeded during a design storm. With implementation of RCM-WQ-3, the proposed Project would not exceed the capacity of downstream stormwater drainage facilities or cause the expansion of existing facilities. Additionally, the proposed Project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities beyond the improvements included as part of the proposed Project. Therefore, impacts to stormwater drainage facilities would be less than significant with the incorporation of RCM-WQ-3.

**Electric Power.** Refer to Section 4.6, Energy, for further discussion related to the Project's impacts with respect to existing and projected supplies of electricity. As discussed further in Section 4.6, the Project would not require or result in the relocation or construction of new or expanded electric power facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

**Natural Gas.** The Project does not include any utility improvements related to natural gas. Therefore, the Project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

**Telecommunications.** Construction activities associated with the proposed Project would not increase the demand for telecommunications facilities. In addition, the proposed Project would not involve the construction or relocation of new or expanded telecommunications facilities. As discussed in Section 4.14, Population and Housing, the Project is anticipated to result in a population increase of approximately 404 people; the increase in population resulting from the proposed Project comprises less than 1 percent of the total population of Rancho Cucamonga and does not represent a substantial increase in population. Therefore, implementation of the proposed Project would not result in impacts related to the construction or relocation of existing telecommunications facilities, and no mitigation would be required.

**Summary.** The proposed Project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. Existing facilities have the capacity to serve the anticipated uses, and

the Project would not substantially increase demand upon these facilities as compared to historic and existing conditions at the Project site. Therefore, impacts to these utility facilities would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant.

**Mitigation Measures**: No mitigation is required.

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

As previously stated in Response 4.19(a), above, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Taking projected population growth into account, CVWD anticipates a surplus in water supply for the years 2020, 2025, 2030, and 2035.[102] As stated previously, the proposed Project is anticipated to use approximately 38,907 gpd of water. Further, the total amount of anticipated water usage by the Project represents approximately 0.1 percent of the water in CVWD's service area in 2015. Therefore, water demand from the proposed Project would be within CVWD's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation would be required.

**Significance Determination:** Less than Significant.

**Mitigation Measures**: No mitigation is required.

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

Refer to Response 4.19(a). Although the proposed Project would increase wastewater demand on site, the increased wastewater flows from the proposed Project could be accommodated within the existing design capacity of the IEUA RP-4 treatment plant that would serve the Project site. The IEUA confirmed that the proposed Project would not create a need to expand existing IEUA facilities.[103] Therefore, the IEUA would have adequate capacity to serve the Project's projected demand in addition to its existing commitments. Therefore, impacts related to wastewater treatment are less than significant, and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

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[102] Cucamonga Valley Water District. 2015. Urban Water Management Plan. Website: https://www.cvwdwater.com/DocumentCenter/View/1955/2015-Urban-Water-Management-Plan---CVWD?bidId= (accessed June 14, 2019).

[103] Written correspondence with Kenneth Tam, Senior Associate Engineer, IEUA. June 13, 2019.

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

Solid waste collection and transport in Rancho Cucamonga is handled by contracted private firms that haul collected materials to regional landfills and materials recycling facilities.[104] The Project site would be served by Burrtec Waste Industries, Inc. (Burrtec). Burrtec uses a three-bin system for recycling and waste disposal. Solid waste collected from the Project site would be anticipated to be hauled to Burrtec's West Valley Materials Recovery Facility (MRF) in Fontana. Solid waste that is not diverted is primarily disposed at the Mid-Valley Landfill, a municipal landfill located in Rialto. The Mid-Valley Landfill has a daily permitted capacity of 7,500 tons per day (tpd), a remaining capacity of 67,520,000 cubic yards, and an anticipated close date of 2033.[105] On average, 3,474 tons are disposed daily.[106] On average, the landfill has a remaining daily disposal capacity of 4,026 tons.

As described further in Section 4.14, Population and Housing, the proposed Project includes the construction of 131 residential units and 4 commercial-ready units that would result in an increase of approximately 404 residents on the Project site. The proposed Project would generate approximately 0.8 tpd of solid waste during Project operation.[107] As stated previously, the Mid-Valley Landfill has the capacity to process an additional 4,026 tpd of waste. The incremental increase of solid waste generated by the proposed Project would constitute approximately 0.02 percent of the remaining daily available capacity (4,026 tpd) at the Mid-Valley Landfill. Furthermore, 57 percent of the solid waste produced daily in Rancho Cucamonga is diverted from landfills through recycling and reuse.[108] As such, solid waste generated by the proposed Project would not cause the capacity of the Mid-Valley Landfill to be exceeded. The proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Moreover, the Project would not impair the attainment of solid waste reduction goals. Therefore, the Project would result in a less than significant impact to solid waste and landfill facilities, and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

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104 City of Rancho Cucamonga. 2010f. General Plan Program EIR. Chapter 4.17: Utilities and Service Systems. Website: https://www.cityofrc.us/civicax/filebank/blobdload.aspx?BlobID=7611 (accessed June 13, 2019).

105 County of San Bernardino. 2019. San Bernardino Countywide Plan Draft EIR. Website: http://countywideplan.com/wp-content/uploads/2019/06/Ch_05-18-USS.pdf (accessed June 17, 2019).

106 Ibid.

107 131 residential units * 12.23 pounds per dwelling unit per day (generation rate obtained from CalRecycle, Estimated Solid Waste Generation and Disposal) => 1,602.13 pounds per day, the equivalent of 0.80106 ton.

108 City of Rancho Cucamonga. 2010j. Public Facilites and Infrastructure Element.

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

The California Integrated Waste Management Act of 1989 (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the State's policy goal. CalRecycle has conducted multiple workshops and published documents that identify priority strategies to assist the State in reaching the 75 percent goal by 2020.

According to the Rancho Cucamonga Sustainable Community Action Plan (2017), future solid waste reduction strategies include enhanced construction waste diversion, improved recycling opportunities (including composting), and reduced food waste. Although these strategies are aimed at improving the City's environmental sustainability overall, they may also improve the City's total waste diversion rate.

In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste, and no mitigation would be required.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

## 4.20 WILDFIRE

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

### Impact Analysis

**a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

Refer to the response to Response 4.9(f). As described in Mitigation Measure HAZ-1, the Project Applicant/Developer would be required to prepare and implement a Construction Staging and Traffic Management Plan, which would be subject to the approval of the Director of the City of Rancho Cucamonga Department of Public Works, or designee. The Construction Staging and Traffic Management Plan would require certain conditions (e.g., providing warning signs, lights, and devices) and would require that the City of Rancho Cucamonga Police Department be notified a minimum of 48 hours in advance of any lane closures or roadway work. With implementation of Mitigation Measure HAZ-1, potential impacts to emergency response and evacuation plans associated with construction of the proposed Project would be reduced to a less than significant level.

The Project would be developed in accordance with City emergency access standards. Access to and from the Project site for emergency vehicles would be reviewed and approved by RCFPD and the City as part of the project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Compliance with existing codes and ordinances would ensure that potential impacts related to emergency response and evacuation plans associated with construction of the proposed Project would be less than significant, and no mitigation is required.

**Significance Determination:** Potentially Significant Impact.

**Mitigation Measures**: Refer to Mitigation Measure HAZ-1.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

**b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Topography influences the movement of air, thereby directing a fire's course. Where slope increases, the rate of spread of a wildland fire also increases. The Project site is located in a developed portion of Rancho Cucamonga. According to the Rancho Cucamonga Local Hazard Mitigation Plan, the Project site and surrounding area have a slope of less than 10 percent. The San Gabriel Mountains and San Bernardino Forest to the north and northeast feature steep mountains that contain slopes exceeding 30 percent. The area downslope from the mountains is predominantly developed and nonvegetated, but there are pockets of fuel and grass regrowth from the 2003 wildfires that contribute to a high fire risk hazard in Rancho Cucamonga.[109] Additionally, windstorms are considered a chronic hazard for the City of Rancho Cucamonga.[110] Wind events magnify the risk of wildfire and have the potential to expose inhabitants of Rancho Cucamonga to elevated pollutant concentrations and the uncontrolled spread of wildfire from VHFHSZs to the north of the Project site in the foothills of the San Gabriel and San Bernardino Mountains.

The proposed Project would introduce new development and a permanent population in an undeveloped area that does not currently contain any permanent residents. In its existing condition, the Project site is relatively flat and there are no significant slopes adjacent to the site. In accordance with the California Fire Code, the RCFPD's Board of Directors has adopted a map designating the Wildland-Urban Interface Fire Area within Rancho Cucamonga. The designated area is inclusive of the designated High and Very High Fire Hazard Severity Zones in the State Responsibility Area that is within the jurisdictional boundaries of the RCFPD. The designated area also includes areas within Rancho Cucamonga that have been identified as fire hazard severity zones by CAL FIRE (also known as Local Responsibility Area fire hazard severity zones). The designated area also includes portions of Rancho Cucamonga that have been identified by the RCFPD as having a high wildfire hazard or risk based on wildland fire history. The Project site is identified as a VHFHSZ on the RCFPD map.

The proposed Project involves the development a 131-unit residential development, which would reduce the amount of vegetation/combustible materials on site compared to existing conditions. As discussed in Section 4.14, Population and Housing, the proposed Project is anticipated to result in a population increase of approximately 404 people. Adjacent roadways that surround the Project site (such as Miller Avenue, Etiwanda Avenue, East Avenue, and Foothill Boulevard) would serve as fire breaks in the unlikely event of the uncontrolled spread of a wildfire. Additionally, I-15 separates the Project site from other VHFHSZ areas to the east and north. It is expected that I-15 would also serve

[109] City of Rancho Cucamonga. 2013. Local Hazard Mitigation Plan.
[110] Ibid.

as an effective firebreak in the unlikely event that a wildfire enters the Wildland-Urban Interface Fire Area to the east and north of the Project site via the San Gabriel and San Bernardino Mountains.

The RCFPD strives to reduce the risk of wildfire through the Weed Abatement Program, which targets specific hazard areas that face an increased danger of wildfire.[111] The RCFPD conducts a spring and fall inspection to ensure that weeds, dead trees, invasive grasses, tumbleweeds, and other vegetation debris are removed or maintained in accordance with Section 8.46.040 of the City's Municipal Code.

In 2017, the RCFPD adopted Standard 49-1 to establish and detail local regulations for the designated Wildland-Urban Interface Fire Area as allowed by the California Fire Code, the State Fire Marshal, and the laws and regulations of the State of California. Among other things, Standard 49-1 requires the establishment of fuel modification zones, the development of a fire protection plan for the Project site, and a comprehensive landscaping plan showing the vegetation management zones and the exact locations proposed for all plants, shrubs, trees, and native vegetation. RCM-FIRE-1 requires the proposed Project to comply with RCFPD Standard 49-1.

Adherence to the California Fire Code, the City's Municipal Code, and RCFPD Standard 49-1 would reduce the chance of structure ignition on the Project site in the unlikely event of a wildfire. Furthermore, the proposed Project would result in clearing, grading, paving, and revegetation of 3.45 ac according to RCFPD requirements, resulting in the decreased availability of easily combustible materials (i.e., existing eucalyptus trees) on the Project site. A portion of the Project site is encumbered by a Southern California Gas Company utility easement. The surface of this area is paved with concrete and does not contain the combustible materials necessary to contribute to the start or spread of a wildfire.

In summary, the Project site is located within a VHFHSZ but would adhere to the requirements of RCFPD Standard 49-1. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of existing development in the area. Impacts of downwind pollutant concentrations to occupants as a result of the Project would be negligible. Therefore, due to slope, prevailing winds, location, or other factors, the proposed Project would not exacerbate wildfire risks. No mitigation is required.

**Significance Determination:** Less than Significant.

**Mitigation Measures:** No mitigation is required, but the proposed Project is required to comply with RCFPD Standard 49-1.

**RCM-FIRE-1:** **Rancho Cucamonga Fire Protection District Standard 49-1.** The Project shall adhere to the requirements of Rancho Cucamonga Fire Protection District (RCFPD) Standard 49-1. The fire protection plan shall be approved by RCFPD and recorded on the parcel prior to the issuance of any construction permits. In addition, Vegetation

[111] City of Rancho Cucamonga. 2013. Local Hazard Mitigation Plan. Website: https://www.cityofrc.us/civicax/filebank/blobdload.aspx?BlobID=5780 (accessed May 29, 2019).

Management Zone 1 Fuel Modification is required to be completed before construction with combustible materials will be approved. The required fuel modification is required to be maintained for the duration of the construction.

**c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Utility and infrastructure improvements included as part of the Project are described in Section 2.0, Project Description. The proposed Project would require connections to existing off-site infrastructure systems, including connections to off-site water, sanitary sewer, and stormwater drains. With the exception of stormwater drains, all utility installations would connect to existing infrastructure on East Avenue.

Although the proposed Project would include internal on-site roadways, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Proposed utility improvements would be located underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department as part of the project approval process to ensure the proposed Project is compliant with all applicable fire coded, design standards, and regulations.

The installation of Project-related utilities and an on-site roadway network would not exacerbate fire risk due to the Project site's location in an urban and built-out area outside of a designated fire hazard zone. Furthermore, the improved connectivity of water lines would aid in fire suppression compared to existing conditions on the Project site in the unlikely event of a wildfire. Therefore, the proposed Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. There would be no temporary or ongoing impact to the environment, and no mitigation would be required.

**Significance Determination:** Less than Significant.

**Mitigation Measures:** No mitigation is required.

**d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**Landslides.** Landslides and other forms of mass wasting, including mudflows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire. As previously discussed in Section 4.7, Geology and Soils, Response 3.6(a)(iv), landslides or other forms of natural slope instability do not represent a significant hazard to the Project because the site is located in a relatively flat area, and there is no evidence of landslides in the Project vicinity. Additionally, the Project site does not lie within a

designated Landslide Hazard Zone. Therefore, the proposed Project would not expose people or structures to significant risks, such as landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts to Project occupants related to post-wildfire landslide risks would be less than significant.

**Flooding.** According to the FEMA Flood Hazard Map, the Project site is within Zone X (Area with Reduced Flood Risk Due to Levee) of a 100-year floodplain. Zone X designates areas of moderate flood risk; these are the areas between the limits of the base flood and the 0.2 percent annual chance flood, or 500-year flood. However, as specified in Response 4.10(c)(iv), the Project site is not in a direct inundation area and is protected by a levee.[112] Therefore, downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely to occur. Impacts to Project occupants related to post-wildfire flooding risks would be less than significant.

**Significance Determination:** Less than Significant.

**Mitigation Measures:** No mitigation is required.

[112] City of Rancho Cucamonga. 2013. Local Hazard Mitigation Plan. Figure PS-5.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

### Impact Analysis

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

Based on the discussion in Section 4.4, Biological Resources, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. With implementation of Mitigation Measure BIO-1, impacts to DSF would be less than significant. With implementation of Mitigation Measure BIO-2, impacts to burrowing owls would be less than significant. With implementation of Mitigation Measure BIO-3, impacts to Los Angeles pocket mouse and San Bernardino kangaroo rat would be less than significant. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 4.5, Cultural Resources, Response 4.5(a), the Project site does not contain any buildings or structures that meet any of the California Register criteria or qualify as “historical resources” as defined by CEQA. Further, the Project site is not designated as a historical/archaeological landmark by the City or the County. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource.

As discussed in Section 4.18, Tribal Cultural Resources, the City consulted with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the

proposed Project and have previously requested that the Lead Agency provide the tribe with notice of such projects. In the unlikely event that ground-disturbing construction activities uncover a yet-to-be-discovered tribal cultural resource, implementation of Mitigation Measures TCR-1 and TCR-2 would reduce any potential impacts to previously undiscovered tribal cultural resources to a less than significant level. No additional mitigation is required. Therefore, with the implementation of mitigation, the proposed Project would result in less than significant impacts related to tribal cultural resources, and no mitigation would be required

For the reasons stated above, the Project does not 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. Impacts would be less than significant, and no mitigation would be required.

**Significance Determination**: Potentially Significant Impact.

**Mitigation Measures:** Refer to Mitigation Measures BIO-1, BIO-2, BIO-3, CUL-1, TCR-1, and TCR-2.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

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

The proposed Project involves the construction of a 131-unit residential development with 4 commercial-ready units, a commercial space, and various on-site amenities. The site is currently undeveloped and vacant, but it is in an urban area surrounded by a variety of residential and commercial uses. The proposed Project would rely on and can be accommodated by the existing road system, public parks, public services, and utilities. The proposed Project would not result in or contribute to a significant biological, cultural, geological, hazard, noise, or tribal cultural impacts. Based on the Project Description and the preceding responses, impacts related to the proposed Project are less than significant or can be reduced to less than significant levels with the incorporation of mitigation measures. The proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable.

**Significance Determination**: Less than Significant Impact.

**Mitigation Measures**: No mitigation is required.

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

The proposed Project site is currently undeveloped and vacant, but it is in an urban area surrounded by a variety of residential and commercial uses. The proposed Project involves the construction of a

131-unit residential development with 4 commercial-ready units, a commercial space and various on-site amenities. The proposed Project includes a Development Code Amendment and Zoning Map Amendment to change the zoning classification figures from Community Commercial (CC) to Mixed Use (MU) District. If approved, the proposed Project would be consistent with City zoning and General Plan designations for the site. Based on the Project Description and the preceding responses, development of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project can be mitigated to a less than significant level.

**Significance Determination**: Potentially Significant Impact.

**Mitigation Measures:** Refer to Mitigation Measures BIO-1, BIO-2, BIO-3, CUL-1, GEO-1, GEO-2, HAZ-1, NOI-1, NOI-2, TCR-1, and TCR-2.

**Level of Significance after Mitigation:** Less than Significant Impact with Mitigation Incorporated.

# 5.0 MITIGATION MONITORING AND REPORTING PROGRAM

## 5.1 MITIGATION MONITORING REQUIREMENTS

PRC Section 21081.6 (enacted by the passage of AB 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the Project or conditions of Project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during Project implementation. For those changes that have been required or incorporated into the Project at the request of a Responsible Agency or a public agency having jurisdiction by law over natural resources affected by the Project, that agency shall, if so requested by the Lead Agency or a Responsible Agency, prepare and submit a proposed reporting or monitoring program.
- The Lead Agency shall specify the location and custodian of the documents or other materials which constitute the record of proceedings upon which its decision is based. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of Project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other Project, by incorporating the mitigation measures into the plan, policy, regulation, or Project design.
- Prior to the close of the public review period for a draft EIR or MND, a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the Project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the Project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the Project shall be limited to measures that mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a Responsible Agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the Responsible Agency or agency having jurisdiction over natural resources affected by a Project, or the authority of the Lead Agency, to approve, condition, or deny Projects as provided by this division or any other provision of law.

## 5.2 MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program has been prepared in compliance with PRC Section 21081.6. The program describes the requirements and procedures to be followed by the City of Rancho Cucamonga to ensure that all mitigation measures adopted as part of the proposed Project would be carried out as described in this IS/MND. Table 5.A lists each of the mitigation measures specified in this IS/MND and identifies the party or parties responsible for implementation and monitoring of each measure.

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| **4.1: Aesthetics** | | | |
| **RCM-AES-1** | **Final Lighting and Photometric Plans.** Prior to issuance of a building permit, the Applicant shall submit Final Lighting and Photometric Plans for review and approval by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee. The lighting and photometric plans shall be prepared by a qualified engineer (i.e., an engineer who is an active member of the Illuminating Engineering Society of North America) and shall comply with applicable standards of the City's Municipal Code. The lighting plan shall address all aspects of lighting, including infrastructure, on-site driveways, recreation, safety, signage, and promotional lighting, if any. In accordance with Municipal Code Section 17.58, Outdoor Lighting Standards, the Final Photometric Plan shall show evidence that all lighting is shielded or recessed and directed downward and away from adjoining properties and rights-of-way. | Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to the issuance of a building permit |
| **4.2: Agriculture and Forest Resources** | | | |
| The proposed Project would not result in significant adverse impacts related to agriculture. No mitigation would be required. | | | |
| **4.3: Air Quality** | | | |
| The proposed Project would not result in significant adverse impacts related to air quality. No mitigation would be required. | | | |
| **4.4: Biological Resources** | | | |
| **BIO-1** | **Delhi Sands Flower-Loving Fly Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist (i.e., a permitted Delhi Sands flower-loving fly [DSF] biologist) shall conduct a survey for DSF habitat to determine if focused surveys for DSF are required. If focused DSF surveys are determined to be required, the Project Applicant will be required to conduct focused DSF surveys in accordance with United States Fish and Wildlife Service (USFWS) *Interim General Survey Guidelines for the Delhi Sands Flower-Loving Fly* (1996). USFWS protocol requires surveys to be conducted over the course of 2 consecutive years to confirm the absence of DSF. If no DSF habitat is observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to issuance of any grading permits, and no further action is required. If DSF is observed to be present on site during the pre-construction clearance survey, consultation with the USFWS shall occur to determine the next appropriate steps. Areas currently occupied by DSF habitat shall be avoided to the extent feasible. If DSF habitat cannot be avoided, replacement of habitat at a 1:1 ratio, or as required by the USFWS, shall be implemented. Project effects to DSF must be fully | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to grading or any other ground-disturbing activity |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | mitigated through avoidance or the replacement of habitat on or off site in coordination with the USFWS and the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities. | | |
| **BIO-2** | **Burrowing Owl Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a survey for burrowing owls to determine if suitable burrows (i.e., greater than 3.5 inches in diameter) are present in and adjacent to the area of ground disturbance. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation." The protocol is four site visits per focused survey on Project sites with suitable habitat areas and areas known to have suitable nesting burrows. As part of these surveys, the quantity and location of nesting/migratory burrowing owls would be determined. If no burrowing owl(s) are observed on site during the pre-construction clearance survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to issuance of any grading permits, and no further action is required. If burrowing owl(s) are observed on site during the pre-construction clearance survey, consultation with the California Department of Fish and Wildlife (CDFW) shall occur to determine the next appropriate steps. Additional focused surveys may be warranted as determined by the CDFW to determine the quantity and location of nesting/migrating burrowing owls. Areas currently occupied by burrowing owls shall be avoided for the duration of their on-site residency and/or nesting period. If burrowing owls cannot be avoided by the proposed Project, then additional measures such as passive relocation during the nonbreeding season may be utilized to reduce any potential impacts. Burrow exclusion involves the installation of one-way doors in burrow openings during the nonbreeding season to temporarily or permanently exclude burrowing owls and to close burrows after verifying through site monitoring and scoping that the burrows are empty. Existing or artificial burrows situated less than 75 meters from the Project site are the ideal scenario for successful passive relocation. Additional factors for successful passive relocation are included in the CDFW 2012 *Staff Report on Burrowing Owl Mitigation.* When a qualified biologist is able to determine that burrowing owls are no longer occupying the Project site and that passive relocation has been deemed successful, construction activities may continue. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to grading or any other ground-disturbing activity |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities. | | |
| **BIO-3:** | **Los Angeles Pocket Mouse and San Bernardino Kangaroo Rat Surveys.** Prior to grading or any other ground-disturbing activity, a qualified biologist (i.e., a permitted biologist allowed to handle the Los Angeles pocket mouse and the San Bernardino kangaroo rat) shall conduct a survey to identify suitable habitat for the Los Angeles pocket mouse and the San Bernardino kangaroo rat during the appropriate season of these species (generally May 1 to September 15). Should suitable habitat be identified on the site, the qualified biologist shall conduct 5 nights of small mammal trapping in accordance with protocol established by the USFWS and the CDFW. If the Los Angeles pocket mouse is identified on the site, occupied habitat shall be fenced and avoided to the extent feasible.<br><br>In the event that the San Bernardino kangaroo rat is identified on the site, consultation with the USFWS shall occur. The USFWS shall identify measures to be taken to avoid or minimize adverse Project effects to these species and their habitat. Such measures may include, but are not limited to, the following: (1) avoidance of the occupied habitat, (2) enhancement of habitat, or (3) conservation of off-site suitable habitat, or any other measures as determined by USFWS.<br><br>A final letter report shall be prepared by the qualified biologist documenting the results of the survey and any mitigation measures that are implemented as part of the Project, if such measures are required. The letter shall be submitted to the Director of the City of Rancho Cucamonga Planning Department, or designee, prior to the issuance of any grading activities. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to grading or any other ground-disturbing activity |
| **RCM-BIO-1** | **Migratory Bird Treaty Act and Fish and Game Code Section 3503.** In the event that construction, vegetation clearing, or grading activities (including disking and demolition) should occur between February 1 and September 15, the Project Applicant/Developer (or its contractor) shall retain a qualified biologist (i.e., a professional biologist who is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | During construction, vegetation, clearing, or grading activities occurring between February 1 and September 15 and prior to the commencement of grading permits |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the biologist shall establish suitable buffers around the active nests (e.g., as much as 500 ft for raptors and 300 ft for nonraptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Prior to commencement of grading activities, the Director of the Rancho Cucamonga Planning Department, or designee, shall verify that all Project grading and construction plans include specific documentation regarding the requirements stated above, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing. | | |
| **RCM-BIO-2** | **Tree Replacement.** Prior to issuance of grading permits or the removal of any on-site trees, the City of Rancho Cucamonga (City) Planning Department Director, or designee, shall verify that the Project Applicant has obtained tree removal permits in accordance with the provisions outlined in Section 17.16.080 of the Rancho Cucamonga Municipal Code. As outlined in Section 17.16.080 of the City's Municipal Code, a tree removal permit shall by required for the removal of all heritage trees on private properties within Rancho Cucamonga, unless expressly stated in Section 17.16.080 (Exceptions). | Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to the issuance of grading permits |
| **4.5: Cultural Resources** | | | |
| **CUL-1** | **Archaeological Monitoring.** Prior to the issuance of grading permits, the Applicant shall provide a letter to the Director of the City of Rancho Cucamonga Planning Department, or designee, from a qualified archaeologist (who meets Secretary of the Interior Standards)who has been retained to provide archaeological monitoring during ground-disturbing Project activities. The archaeologist shall attend the pre-grading meeting to establish procedures for an archaeological monitoring program. Those procedures shall include provisions for temporarily halting or redirecting work to permit sampling, identification, and evaluation of resources deemed by the archaeologist to potentially be historical resources or unique archaeological resources. These procedures shall be submitted to, reviewed by, and approved by the Director of Planning, or designee, prior to issuance of the grading permit and prior to any surface disturbance on the Project site. The archaeological monitor will be present and on site during all ground-disturbing activities. Should any cultural resources be discovered, no further grading shall occur in the immediate vicinity of the discovery (precise area to be | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | Prior to the issuance of the first preliminary or precise grading permit |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | determined by the archaeologist in the field, but shall be at least 50 feet) until the Director of Planning, or designee, is satisfied that the appropriate treatment of the resource has occurred. Any finds dating to the pre-contact period shall be also assessed by a representative from the San Manuel Band of Mission Indians and from the Gabrieleño Band of Mission Indians – Kizh Nation to determine whether the find constitutes a "tribal cultural resource" as defined in PRC Section 21074 (as detailed in TRC-1). If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in TRC-1. An archaeological monitoring report shall be prepared following completion of archaeological monitoring, and a copy of the report shall be submitted to the South Central Coastal Information Center (SCCIC). | | |
| **RCM-CUL-1** | **Human Remains.** In the event that human remains are encountered on the Project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately, consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Rancho | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | During construction |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | Cucamonga Planning Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. | | |
| **4.6: Energy** | | | |
| The proposed Project would not result in significant adverse impacts related to energy. No mitigation would be required. | | | |
| **4.7: Geology and Soils** | | | |
| **GEO-1** | **Compliance with the Recommendations in the Geotechnical Study.** All grading operations and construction shall be conducted in conformance with all of the recommendations included in the geotechnical document prepared by Leighton and Associates, Inc., titled *Geotechnical Investigation, Proposed Residential Development, West of East Avenue and Approximately 500 Feet North of Foothill Boulevard, APN 1100-191-04-000, City of Rancho Cucamonga* (October 5, 2016). Recommendations found in the geotechnical document address topics including, but not limited to:<br>● General earthwork and grading, including site preparations, over-excavation and re-compaction, fill placement and compaction, importing of fill soil, shrinkage and subsidence, rippability, and oversized material;<br>● Foundations, including minimum embedment and width, allowable bearing, lateral load resistance, increase in bearing and friction, and settlement estimates;<br>● Slabs-on-grade, including subgrade moisture conditioning, concrete and structural design thickness, and slab underlayment for moisture vapor retarding;<br>● Seismic design parameters;<br>● Retaining walls;<br>● Pavement design; and<br>● Infiltration testing.<br>Additional site grading, foundation, and utility plans shall be reviewed by the Project Geotechnical Consultant prior to construction to check for conformance with all of the recommendations of the Geotechnical Investigation (Leighton 2016). Grading plan review shall also be conducted by the City of Rancho Cucamonga (City) City Engineer, or designee, prior to the start of grading to verify that requirements developed during the preparation of geotechnical documents have been appropriately incorporated into the Project plans. Design, grading, and construction shall be performed in accordance with the requirements of the City Building Code and the California Building Code (CBC) applicable at the time of grading, as well as the recommendations of the Project Geotechnical Consultant as summarized in | Project Applicant with verification of City of Rancho Cucamonga City Engineer, or designee | During construction |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | the final Geotechnical Report subject to review by the City Engineer, or designee, prior to the start of grading activities. The final Geotechnical Report shall present the results of observation and testing done during grading activities. | | |
| **GEO-2** | **Unknown Paleontological Resources.** In the event that paleontological resources are encountered during Project excavation activities, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and make recommendations regarding further paleontological mitigation as needed. If Project plans change to include excavation below a depth of 15 feet (ft), a paleontologist shall be hired to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this Project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the Project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading. Excavation and grading activities in deposits with high paleontological sensitivity (Very Young Alluvial Fan Deposits and Young Alluvial Fan Deposits, Unit 1 below a depth of 15 ft) shall be monitored by a paleontological monitor following a PRIMP. No monitoring is required for excavation in deposits with low paleontological sensitivity (Very Young Alluvial Fan Deposits and Young Alluvial Fan Deposits, Unit 1 from the surface to a depth of 15 ft). | Project Applicant, with verification by Director of the City of Rancho Cucamonga Planning Department, or designee | During construction |
| **4.8: Greenhouse Gas Emissions** | | | |
| The proposed Project would not result in significant adverse impacts related to greenhouse gas emissions. No mitigation would be required. | | | |
| **4.9: Hazards and Hazardous Materials** | | | |
| **HAZ-1** | **Construction Staging and Traffic Management Plan.** Prior to issuance of a grading permit, a Construction Staging and Traffic Management Plan shall be prepared for approval by the Director of the City of Rancho Cucamonga Public Works Department, or designee. The Construction Staging and Traffic Management Plan shall also include the name and phone number of a contact person who can be reached 24 hours per day regarding construction traffic complaints or emergency situations. The Construction Staging and Traffic Management Plan may include, but not be limited to, the following:<br>● Temporary lane closures shall be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual.<br>● Flagpersons in adequate numbers shall be provided to minimize impacts to traffic flow and to ensure safe access into and out of the site. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of a grading permit |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | ● Flagpersons shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.<br>● All emergency access to the Project site and adjacent areas shall be kept clear and unobstructed during all phases of demolition and construction.<br>● Safety precautions shall be provided for pedestrians and bicyclists through such measures as alternate routing and protection barriers.<br>● Construction-related deliveries other than concrete and earthwork-related deliveries shall be scheduled so as to reduce travel during peak travel periods (i.e., 6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m. Monday through Friday).<br>● The construction contractor shall coordinate with other construction projects in the vicinity to minimize conflicts.<br>● If necessary, a California Department of Transportation (Caltrans) transportation permit shall be obtained for use of oversized transport vehicles on Caltrans facilities.<br>● If necessary, a traffic management plan shall be submitted to Caltrans for review and approval.<br>● Construction vehicles, including construction personnel vehicles, shall not park on public streets, including streets outside Rancho Cucamonga.<br>● Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses.<br>● If feasible, any traffic lane closures shall be limited to off-peak traffic periods, as approved by the City of Rancho Cucamonga Department of Public Works.<br>● The Rancho Cucamonga Police Department shall be notified a minimum of 48 hours in advance of any lane closures or other roadway work. | | |
| **4.10: Hydrology and Water Quality** | | | |
| **RCM-WQ-1** | **Construction General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the State Water Resources Control Board (SWRCB) via the | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of a grading permit |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | Stormwater Multiple Application and Report Tracking System (SMARTs). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the City of Rancho Cucamonga (City) to demonstrate proof of coverage under the Construction General Permit. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination will be submitted via SMARTs. | | |
| **RCM-WQ-2:** | **Water Quality Management Plan.** Prior to the issuance of any grading or building permits, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City Engineer, or designee, for review and approval in compliance with the requirements of Section 19.20.260 of the City's Municipal Code and the Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 Permit). The Final WQMP shall be prepared consistent with the requirements of the *Technical Guidance Document for Water Quality Management Plans* (June 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the Project design to target pollutants of concern in runoff from the Project area. The City shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of grading or building permits |
| **RCM-WQ-3:** | **Final Hydrology and Hydraulic Analysis.** The Applicant shall submit a Final Hydrology Study to the City of Rancho Cucamonga Director of Engineering, or his/her designee, for review and approval prior to issuance of grading and building permits. The Final Hydrology Study shall demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff, such that on-site and off-site drainage facility capacity would not be exceeded during a design storm. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of grading or building permits |
| **4.11: Land Use and Planning** | | | |
| The proposed Project would not result in significant adverse impacts related to land use and planning. No mitigation would be required. | | | |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| **4.12: Mineral Resources** | | | |
| The proposed Project would not result in significant adverse impacts related to mineral resources. No mitigation would be required. | | | |
| **4.13: Noise** | | | |
| **NOI-1** | **Construction Noise and Vibration:** Prior to issuance of building permits, the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, shall verify that grading and construction plans include the following requirements:<br>● If the future residential land use immediately south of the Project site is fully built and occupied at the time of Project construction, install minimum 9-foot-high temporary construction noise barriers at the Project's southern site boundary for the duration of mobile-equipment construction activities. The noise control barriers must present a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:<br>o The barriers shall provide a minimum transmission loss of 20 A-weighted decibels (dBA). The noise barrier shall 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.<br>o The noise barrier 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.<br>o The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon conclusion of the construction activity.<br>● Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays.<br>● During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the Project site.<br>● The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and | Director of the Rancho Cucamonga Planning Department, or designee | Prior to issuance of building permits |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.<br>The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays). The contractor shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. | | |
| **NOI-2** | **Interior Noise Mitigation:** To satisfy the City's 45 dBA Community Noise Equivalent Level (CNEL) interior noise level criteria, units facing Foothill Boulevard and East Avenue will require a noise reduction of up to 25.5 dBA and a windows-closed condition requiring a means of mechanical ventilation (e.g., air conditioning). To meet the City's 45 dBA CNEL interior noise standards, the Project shall provide the following or equivalent noise mitigation measures:<br>● **Windows:**<br>o All windows and sliding glass doors shall be well-fitted, well-weather-stripped assemblies and shall have the following minimum sound transmission class (STC) ratings:<br>▪ Windows facing East Avenue in Buildings 1, 2, 3, and 10 require upgraded windows with a minimum STC rating of 29.<br>▪ All other buildings require standard windows with minimum STC ratings of 27.<br>● **Doors:** All exterior doors shall be well-weather-stripped, solid-core assemblies at least 1.75 inches thick.<br>● **Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtightseal.<br>● **Roof:** Roof sheathing of wood construction shall be well-fitted or caulked plywood of at least 0.5 inch thick. Ceilings shall be well-fitted, fully sealed gypsum board of at least 0.5 inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.<br>● **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided that satisfies the requirements of the Uniform Building Code. | | |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | ● **Notices:** Occupancy disclosure notices are recommended for all future tenants of the residential units within the Project site. The disclosure notices should state that the units may be exposed to infrequent noise events from the adjacent Cucamonga Valley Water District well site. | | |
| **4.14: Population and Housing** | | | |
| The proposed Project would not result in significant adverse impacts related to population and housing. No mitigation would be required. | | | |
| **4.15: Public Services** | | | |
| **RCM-PS-1** | **Payment of Police Impact Fee.** Prior to issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required Police Impact Fees in accordance with Section 3.64, Police Impact Fee, of the Rancho Cucamonga Municipal Code. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of building permits |
| **RCM-PS-2** | **Payment of School Development Fee.** Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. Prior to issuance of building permits, the Project Applicant/Developer shall submit proof of payment of all applicable school facility development fees to the City of Rancho Cucamonga Director of Planning, or designee. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of building permits |
| **RCM-PS-3** | **Payment of Park Impact Fee.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required park in-lieu/park impact fees as established in Chapter 3.68.030 of the Rancho Cucamonga Municipal Code. | Project Applicant verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of building permits |
| **RCM-PS-4** | **Payment of Library Impact Fee.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required Library Impact Fees as established in Section 3.56 of the Rancho Cucamonga Municipal Code. | Project Applicant verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of building permits |
| **4.16: Recreation** | | | |
| **RCM-REC-1** | **Dedication Fees.** Prior to the issuance of building permits, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that the Project Applicant/Developer has paid all required in-lieu park fees and community and recreation center fees as required by Section 3.52 of the Rancho Cucamonga Municipal Code. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of building permits |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| **4.17: Transportation** | | | |
| **RCM-TR-1** | **Emergency Access Standards.** Prior to the issuance of a building permit, the Applicant shall submit Final Circulation Design and Emergency Access Plans for review and approval by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, the Rancho Cucamonga Fire Protection District (RCFPD), and the San Bernardino Sheriff's Department (SBSD). The plans shall comply with all applicable City, RCFPD, and SBSD standards for appropriate emergency access. The plans shall address all aspects of ingress to and egress from the Project site and the on-site circulation system, including the width of all Project driveways and on-site roadways to ensure that the minimum acceptable turning radius required to accommodate emergency response vehicles is provided, and shall identify the location of all access gates, Knox boxes, and fire suppression facilities. In accordance with City, RCFPD, and SBSD standards, the Final Circulation Design and Emergency Access Plan shall show evidence that all Project access points and the on-site circulation system are designed in accordance with all applicable emergency access standards to ensure adequate emergency responder accessibility to the Project site. | Project Applicant, with verification by Director of the City of Rancho Cucamonga Public Works, or designee | Prior to the issuance of a building permit |
| **4.18: Tribal Cultural Resources** | | | |
| **TCR-1** | **Native American Monitoring.** Prior to commencement of grading activities, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall confirm that a qualified Native American monitor has been contacted and will be allowed access to the project site to provide Native American monitoring services during ground-disturbing project construction activities. The Native American monitor shall be selected by the City from the list of certified Native American monitors maintained by the Gabrieleño Band of Mission Indians – Kizh Nation. The selected Native American monitor(s) shall be invited to the pre-grading conference to establish procedures for tribal cultural resource surveillance. Monitoring procedures shall include provisions for temporarily halting or redirecting work and creating a 50-foot buffer zone area to permit sampling, identification, and evaluation of resources deemed by the Native American monitor(s) to be tribal cultural resources as defined in Public Resources Code (PRC) Section 21074. Construction activities can continue outside of this buffer zone area. These monitoring procedures shall be reviewed and approved by the Director of the City of Rancho Cucamonga (City) Planning Department, or designee, prior to commencement of any surface disturbance on the project site. | Director of the City of Rancho Cucamonga Planning Department or designee | Prior to commencement of any grubbing or grading activities/prior to commencement of any surface disturbance on the Project site |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | The Native American monitor(s) shall complete monitoring logs on a daily basis that provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Native American monitor(s) shall also provide insurance certificates, including liability insurance, meeting or exceeding requirements specified by the Applicant. The on-site monitoring shall cease when project grading and excavation activities are completed, or when the tribal representatives and monitor(s) have indicated that the site has a low potential for tribal cultural resources. | | |
| **TCR-2** | **Previously Unknown Tribal Cultural Resources.** Prior to commencement of grading activities, the Director of the City of Rancho Cucamonga Planning Department, or designee, shall verify that all Project grading and construction plans include requirements specifying that if tribal cultural resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist (who meets Secretary of the Interior Standards) has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource" as defined in Section 21083.2(g) of the California Public Resources Code (PRC). If the find is determined to be a unique archaeological resource, the found deposits shall be treated in accordance with federal, State, and local guidelines, including, but not limited to, those set forth in PRC Section 21083.2. Any finds dating to the pre-contact period shall be also assessed by a representative from the San Manuel Band of Mission Indians (who have requested to be given the opportunity to provide input with regards to significance and treatment of pre-contact finds) and from the Gabrieleño Band of Mission Indians – Kizh Nation to determine whether the find constitutes a "tribal cultural resource" as defined in PRC Section 21074. If the find is determined to be a tribal cultural resource, a representative from the San Manuel Band of Mission Indians and from the Gabrieleño Band of Mission Indians – Kizh Nation shall coordinate the treatment and curation of these resources with the Project Applicant/Developer and the City of Rancho Cucamonga. Should the find be deemed significant, as defined by CEQA, a cultural resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a Native American monitor from the Gabrieleño Band of Mission Indians – Kizh Nation to continue to be present and for a Native | Director of the City of Rancho Cucamonga Planning Department or designee | Prior to commencement of any grubbing or grading activities/prior to commencement of any surface disturbance on the Project site |

## Table 5.A: Mitigation and Monitoring Reporting Program

| Mitigation Measures and Regulatory Compliance Measures (RCM) | | Responsible Party | Timing for RCM or Mitigation Measure |
|---|---|---|---|
| | American monitor from the San Manuel Band of Mission Indians to be present for the remainder of the Project, should the San Manuel Band of Mission Indians elect to place a monitor on-site. Construction personnel of the proposed Project shall not collect or move any archaeological or tribal cultural resources and associated materials. Construction activity may continue unimpeded on other portions of the Project site during assessment and treatment of tribal cultural resources. Any and all archaeological/cultural documents and records created as part of the Project shall be supplied to the City of Rancho Cucamonga for dissemination to the San Manuel Band of Mission Indians and to the Gabrieleño Band of Mission Indians – Kizh Nation, and the City of Rancho Cucamonga shall, in good faith, consult with the two tribes throughout the life of the Project. | | |
| **4.19: Utilities and Service Systems** | | | |
| **RCM-UTL-1** | **Landscape Water Efficiency Ordinance.** Prior to the issuance of a grading permit, the City of Rancho Cucamonga's Director of Planning, or designee, shall confirm that the Final Landscaping Plan for the proposed Project is consistent with all applicable provisions outlined in the City's Landscape Water Efficiency Ordinance. | Director of the City of Rancho Cucamonga Planning Department or designee | Prior to the issuance of a grading permit |
| **4.20: Wildfire** | | | |
| **RCM-FIRE-1:** | **Rancho Cucamonga Fire Protection District Standard 49-1.** The Project shall adhere to the requirements of Rancho Cucamonga Fire Protection District (RCFPD) Standard 49-1. The fire protection plan shall be approved by RCFPD and recorded on the parcel prior to the issuance of any construction permits. In addition, Vegetation Management Zone 1 Fuel Modification is required to be completed before construction with combustible materials will be approved. The required fuel modification is required to be maintained for the duration of the construction. | Director of the City of Rancho Cucamonga Planning Department or designee | Prior to the issuance of any construction permits |
| **4.21: Mandatory Findings of Significance** | | | |
| The proposed Project would not result in any significant adverse impacts to mandatory findings of significance. No mitigation would be required. | | | |

# 6.0 LIST OF PREPARERS

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