

# Notice of Preparation, Initial Study, and Comments





# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

**Date:** September 3, 2020

**To:** Office of Planning and Research, Responsible and Trustee Agents/Interested Organizations and Individuals

**Subject:** **Notice of Preparation of a Draft Environmental Report and Notice of a Public Scoping Meeting**  
**Speedway Commerce Center**

**Lead Agency:**

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

**Consulting Firm**

Kimley-Horn and Associates, Inc.  
3880 Lemon Street, Suite 420  
Riverside, CA 92501  
Contact: Candyce Burnett

This NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

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

Please send your response to Sean McPherson, at the City of Rancho Cucamonga address shown above. Please include the name, phone number, email, and address of a contact person in your response.

**Project Title:** Speedway Commerce Center

**Location:** The Project site is located partially in the City of Rancho Cucamonga (City) and within San Bernardino County. The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek channel (see **Figure 1: Local Vicinity Map**). The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is largely located within the City of Rancho Cucamonga city limits with the southwestern corner of the parcel along Napa Street outside the City limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the Unincorporated County of San Bernardino and within the City of Fontana Sphere of Influence (SOI). The Project is located approximately 1.3 miles east of Interstate 15 (I-15) and approximately 1.5 miles north of Interstate 10 (I-10) (see **Figure 2: Regional Location Map**).

Additionally, the Project will include a Pre-zone application and annexation proposal for the portion of the parcel (Parcel 0229-291-54) that is located outside the City of Rancho Cucamonga limits and for the parcel located within the County of San Bernardino (Parcel 0229-291-46). Consistent with LAFCO policies, the annexation will also include the proposed pre-zone and annexation of the portion of Parcel 0229-291-22, the adjacent property to the west, that is located outside of the city limit (not a part of the development project), to create a logical boundary into the City of Rancho Cucamonga from the centerline of Napa Street, east of Etiwanda Avenue and west of the San Sevaine Channel (see **Figure 3: Annexation Map**). The annexation will be subject



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to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

#### A. Project Overview

Hillwood Investment Properties is proposing to develop a site configuration that would include the construction of two warehouse buildings to include approximately 20,000 sf of office space and 632,034 sf of warehouse space for a total of 650,960 sf. The proposed Speedway Commerce Center (proposed Project) is comprised of two warehouse buildings with ancillary office space and associated parking and landscaping on approximately 35 acres. **Figure 4: Primary Site Plan.** The proposed Project includes the two APNs 0229-291-54 and 0229-291-46.

The two proposed warehouse buildings would comprise approximately 42 percent of the total proposed Project site area and include approximately 650,960 sf of building area. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. Building A has a typical height of 46 feet and Building B has a typical height of 38 feet, with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. A diagram of the proposed Project site and the included improvements are shown in **Figure 4: Primary Site Plan** provides a summary of the two proposed buildings included in the proposed Project.

**Table 1: Building Summaries**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,694	10,000	500,694	183	283	82	87
Building B	140,266	10,000	150,266	96	98	20	20
<b>TOTAL</b>	<b>632,034</b>	<b>20,000</b>	<b>650,960</b>	<b>279</b>	<b>381</b>	<b>102</b>	<b>107</b>

Source: HPA Architecture, 2020

#### Access and Parking

Vehicular access to the proposed Project would consist of 3 project driveways along Napa Street and a new public street east of Building B and west of the rail spur line. The new public street would terminate at the north end of the property in a cul-de-sac and would include a driveway entrance to the project site for Building B from the end of the cul-de-sac. All entrances to the site would be per the City Engineering standards. Existing street improvements would be improved and/or redesigned as required to meet the City Standards along Napa Street at the Project frontage. The majority of the street improvements have been installed but to the current County of San Bernardino standards including curbs, gutters, sidewalks, streetlights, traffic signal equipment and signing and striping as required. The City of Rancho Cucamonga may require additional improvements with the annexation of a portion of Napa Street. Napa Street is currently within the County of San Bernardino. As shown in **Table 1**, the proposed Project would meet the parking requirements for both proposed buildings. The new public street will be constructed to meet the City Standards.

The proposed Project would also include the creation of 381 parking stalls surrounding the two proposed buildings. Of the 381 parking stalls, 330 provide parking for standard vehicles, 13 provide parking for handicap accessibility, 38 provide parking for clean air vehicles, and 107 have been designed as trailer stalls. The proposed Project would provide 102 more standard vehicle stalls, and 5 more trailer stalls than is required for a project of this size and intensity. The Project will provide a total of 28 bicycle spaces 8 short term spaces and 20 long term spaces indoors as required by the Development Code.



# City of Rancho Cucamonga

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#### Landscaping

Proposed onsite landscaping would cover approximately 8.4 percent or 97,025 sf of the site for Building A and approximately 10.2 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

A Metropolitan Water District (MWD) water line and easement traverses the property generally parallel to the front property line of the Project site along Napa Street. The distance varies from approximately 18 ft to 175 ft from the face of curb along Napa Street due to the curvilinear nature of the street. The parking area has been designed to be generally in this area as landscaping will be limited within the easement area due to MWD's requirements to limit the type and quantities of landscaping materials permitted over any infrastructure within the easement area. This requirement will reduce the permitted landscaping materials allowed to enhance the front elevation of the buildings. Additional plantings will be enhanced where appropriate to replace the lack of landscaping in the easement area.

#### Construction

The site is generally vacant, with a rail spur line that traverses the site, and therefore construction would not include the demolition of any structures. Construction of the proposed Project is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022.

#### Alternative Site Plan

The Project Applicant is pursuing the proposed building on a speculative basis and the future occupant(s) of the Project are unknown at this time. The Project applicant expects that the proposed light industrial building would be occupied by either a warehouse distribution/logistics operator(s) or a fulfillment center use. In the event that the building is occupied by a fulfillment center use, the truck court/loading area on the west side of Building A and site for Building B would be used for up to 1,249 automobile parking spaces in lieu of 33 loading docks and 48 truck trailer parking spaces on the west side of Building A and the entirety of Building B and its associated parking, as described above and shown on **Figure 4: Primary Site Plan**. The Alternative Site Plan is provided as **Figure 5: Alternative Site Plan**. Regardless of the occupant(s), the buildings are expected to operate 24 hours a day, seven days a week. **Table 2: Building Summary** provides a summary of the single proposed building included in the proposed Alternative Site Plan.

**Table 2: Building Summary**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,743	10,000	500,743	183	1,467	49	54

Source: HPA Architecture, 2020





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#### Access and Parking

Vehicular access to the proposed Project would be unchanged from the previously described conditions above and would consist of the same three project driveways along Napa Street and the new public street. As shown in **Table 2**, the proposed Project would exceed all required parking requirements per the City standards.

#### Landscaping

Proposed on-site landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

#### Annexation/Pre-zone

The Project will include the annexation proposal for a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the boundary of the County of San Bernardino and the City of Fontana Sphere of Influence (SOI) and of parcel 0229-291-46 located entirely within the County of San Bernardino and the City of Fontana SOI. Additionally, the Project include the pre-zone application to zone the subject parcels to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning designation of the parcels located to the north within the City of Rancho Cucamonga limits. The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

### B. Existing Project Setting and Surrounding Land Uses

#### Existing Project Setting

The majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site. The pavement on-site is in poor condition, with moderate cracking throughout. The Project site is surrounded by industrial development to the north, west, east, and south of the site. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel.

Overhead Southern California Edison powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site.

An existing railroad easement and spur line is present along the northern boundary of the Project site extending from the northeast corner of the property to the center of the property and the easement extends southward crossing through the center of the site in the north-south direction.

A 12-foot diameter MWD water supply line is located north of Napa Street, near the southern property line.

#### Surrounding Land Uses

The proposed Project site is surrounded by Heavy Industrial (HI) uses to the north and west. Adjacent properties to the immediate south and east are surrounded by Regional Industrial (IR) uses within the County of San Bernardino and General Industrial (I-G) within the City of Fontana's SOI. The BNSF railway and Metrolink line is directly north of the Project site. The site is bordered to the west by the East Etiwanda Creek.

### C. Requested Project Approvals

Project entitlements will include the following applications:

- **General Plan Amendment (DRC 2020-00184):** The proposed Project would require a General Plan Amendment (GPA) to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent



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with the HI land use designation to the north within the City of Rancho Cucamonga limits. The GPA will amend the Flood Control/Utility Corridor designation along the west boundary of the parcel 0229-291-54 along the East Etiwanda Creek to Heavy Industrial. Additionally, the GPA will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1 generally over the Project site from these figures in the City of Rancho Cucamonga 2010 General Plan (General Plan). In addition, the GPA would also address necessary text amendments to the General Plan including the Community Service Element of the City's General Plan.

- **Annexation (DRC 2020-00185):** A proposed annexation of a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the Unincorporated County of San Bernardino and the City of Fontana Sphere of Influence (SOI), and of parcel 0229-291-46 located entirely within the Unincorporated County of San Bernardino and the City of Fontana SOI. The City of Rancho Cucamonga City boundary will increase in size by the area annexed and the City of Fontana's SOI would decrease in size by the equal amount.
- **Pre-zone (DRC 2020-00186):** The proposed Project would require a Pre-zone to designate the portion of parcel 0229-291-54 and 0229-291-22 and all of parcel 0229-291-46 in the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits. The parcels/or portions thereof are currently designated General Industrial (I-G) in the City of Fontana General Plan and Speedway RDA/Regional Industrial (IR) in the County of San Bernardino General Plan.
- **Design Review (DRC 2020-00177):** The proposed Design Review approval of the proposed site plan and architectural design for the development of two warehouse buildings on a combined 35.38-acre (1,541,166 square feet [sf]) site with parking and landscaping improvements. As the Project is being developed for a speculative end-user and the future occupant(s) of the Project are unknown at this time an alternative site plan for the potential E-Commerce use has been included and will be evaluated in the Environmental Document (EIR) for potential impacts.
- **Tentative Parcel Map (SUB TPM20251):** The proposed Tentative Parcel Map would include a request to consolidate two existing parcels APN 0229-291-54 (approximately 32.83 acres) and 0229-291-46 (approximately 2.9 acres) to create two new parcels for the development Project. The TPM would create the two lots with a parcel of approximately 26.44 acres in size for Building A and parcel of approximately 8.94 acres in size for Building B.
- **Uniform Sign Program (DRC 2020-00178):** The proposed Project includes the review of a Uniform Sign Program which governs the design and construction of all planned and future signs at the proposed Project.

#### D. Project Characteristics

- **General Plan Designation:** The General Plan designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is designated as Heavy Industrial (HI) and is within the Industrial Area Specific Plan. The General Plan designation for parcel 0229-291-46, located in San Bernardino County is Regional Industrial/Speedway RDA (IR) and is designated in the City of Fontana General Plan as General Industrial (I-G).
- **Zoning:** The Zoning designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI). The Zoning designation for parcel 0229-291-46, located in the County of San Bernardino is Regional Industrial/Speedway RDA (IR) and is designated General Industrial (M-2) in the City



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of Fontana.

#### Environmental Issues to be Evaluated in the EIR

The City of Rancho Cucamonga, the lead agency for the proposed Project, is subject to specific environmental review under CEQA. An Initial Study was prepared pursuant to CEQA Guidelines §15063 and it was determined that an EIR will be required for this Project. The following issues were fully analyzed in the Initial Study and no additional analysis is anticipated to be addressed in the EIR on the following sections:

• Aesthetics • Agricultural Resources • Land Use and Planning • Mineral Resources • Population and Housing • Public Service • Recreation Utilities/Services System • Wildfires

Based on the findings of the Initial Study, the EIR will evaluate the below identified issues from the 2020 CEQA Guidelines Appendix G Environmental Checklist Form. The EIR will be prepared based on the Project's potential to create short-term, long-term and cumulative impacts associated with other development in the Project area and will be prepared to fully evaluate the potential impacts of the proposed Project.

The following issues are anticipated to be addressed in the EIR:

• Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality • Noise • Transportation • Tribal Cultural Resources

The EIR will address the short- and long-term effects of the Project on the environment, including the impacts of any off-site improvements. It will also evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation may be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by §15097 of the CEQA Guidelines. The Notice of Preparation is subject to a 30-day public review period per Public Resources Code §21080.4 and CEQA Guidelines §15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project, to identify those environmental issues, potentially affected by the Project which should be addressed further by the City of Rancho Cucamonga in the EIR.

**Cortese List Notice:** Pursuant to Public Resources Code 21092.6(a), the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

As they are completed and distributed, the EIR/Environmental Documentation for the Project will be made available to download from the City's website: <https://www.cityofrc.us/current-projects#other-projects>

The EIR/Environmental Documentation will be made available for review Monday through Thursday, between 7 AM and 6 PM at the following location:

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



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#### Public Review Period

CEQA requires a 30-day public review period for an NOP. In accordance with CEQA, should you have any comments, please provide a written response to this NOP within the 30-day NOP period between **September 3, 2020 through October 3, 2020**.

The City is requesting comments and guidance on the scope and content of the EIR from Responsible and Trustee agencies, interested public agencies, organizations, and the general public (pursuant to CEQA Guidelines §15082). All parties that have submitted their names and mailing addresses will be notified as part of the Project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the lead agency contact noted below.

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

#### Public Comments

The City requests your careful review and consideration of this notice, and invites **written comments** from interested agencies, persons, and organizations regarding the preparation of the EIR. Please indicate a contact person for your agency or organization. Please send your written comments to:

Sean McPherson  
Senior Planner, Planning Department  
City of Rancho Cucamonga  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730  
Phone: (909) 477-2750, Ext. 4307  
Email: Sean.McPherson@cityofrc.us

Please include the name, phone number, email, and address of a contact person in your response. You may also provide oral or written comments in person at the **Scoping Meeting** noted below. Comments in response to this notice must be submitted to the City through close of business (5:00 PM) on **October 3, 2020**.

#### Public Scoping Meeting

The City will have a Scoping Meeting to present updates to the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. Due to Covid-19 and pursuant to San Bernardino County Department of Public Health requirements, this meeting will be held as a teleconference meeting on the following date and time:

**Date and time:** September 17, 2020 at 7:00 p.m.

**Location:** View Meeting Via Zoom App or Zoom. Com at: [zoom.us/j/98575014828](https://zoom.us/j/98575014828)  
Link: <https://zoom.us/j/98575014828>  
Using Webinar/Meeting ID: 985-7501-4828  
-OR-  
You can Dial in using your phone  
United States: +1 (669) 900-6833  
Access Code: 330905



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***Special Accommodations.*** Should you require special accommodations at the public scoping meeting, such as for the hearing impaired or an English translator, please contact the City of Rancho Cucamonga no later than **Thursday, September 10, 2020** (see contact information above).

#### **Attachments:**

**Initial Study will be available on the City's website including all technical studies referenced in the Initial Study.**

Figure 1 – Local Vicinity Map

Figure 2 – Regional Location Map

Figure 3 – Annexation Map

Figure 4 – Primary Site Plan

Figure 5 – Alternative Site Plan



# **SPEEDWAY COMMERCE CENTER INITIAL STUDY**

**August 2020**

Prepared For:

City of Rancho Cucamonga  
10500 Civic Center Dr.  
Rancho Cucamonga, CA 91730

Prepared By:

Kimley-Horn and Associates, Inc.  
3880 Lemon Street, Suite 420  
Riverside, CA 92501



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## ENVIRONMENTAL CHECKLIST FORM

**1. Project Title:**

Speedway Commerce Center

**2. Lead Agency Name and Address:**

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

**3. Contact Person and Phone Number:**

Sean McPherson, Senior Planner  
(909) 477-2750, Ext. 4307

**4. Project Location and Setting:**

The Project site is located partially in the City of Rancho Cucamonga (City) and within San Bernardino County. The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek channel (see **Figure 1: Local Vicinity Map**). The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is largely located within the City of Rancho Cucamonga city limits with the southwestern corner of the parcel along Napa Street outside the City limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the Unincorporated County of San Bernardino and within the City of Fontana Sphere of Influence (SOI). The Project is located approximately 1.3 miles east of Interstate 15 (I-15) and approximately 1.5 miles north of Interstate 10 (I-10) (see **Figure 2: Regional Location Map**).

Additionally, the Project will include a Pre-zone application and annexation proposal for the portion of the parcel (Parcel 0229-291-54) that is located outside the city of Rancho Cucamonga limits and for the parcel located within the County of San Bernardino (Parcel 0229-291-46). Consistent with LAFCO policies, the annexation will also include the proposed pre-zone and annexation of the portion of Parcel 0229-291-22, the adjacent property to the west, that is located outside of the city limit (not a part of the development project), to create a logical boundary into the City of Rancho Cucamonga from the center line of Napa Street, east of Etiwanda Avenue and west of the San Sevaine Channel (see **Figure 3: Annexation Map**). The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

**5. Applicant's Name and Address:**

Hillwood Investment Properties  
John Grace  
901 Via Piemonte, Suite 175  
Ontario, CA 91764

**Representative's Name and Address:**

Kimley-Horn and Associates, Inc.  
Candyce Burnett  
3880 Lemon Street, Suite 420  
Riverside, CA 92501

**6. General Plan Designation:**

The General Plan designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is designated as Heavy Industrial (HI) and is within the Industrial Area Specific Plan. The General Plan designation for parcel 0229-291-46, located in San Bernardino County is Regional Industrial/Speedway RDA (IR) and is designated in the City of Fontana General Plan as General Industrial (I-G).

**7. Zoning:**

The Zoning designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI). The Zoning designation for parcel 0229-291-46, located in the County of San Bernardino is Regional Industrial/Speedway RDA (IR) and is designated General Industrial (M-2) in the City of Fontana.

**8. Description of Project: Primary Site Plan**

The Speedway Commerce Center (proposed Project) includes the development of two warehouse buildings on a combined 35.38-acre (1,541,166 square feet [sf]) site along with parking, entrance, and landscaping improvements. The proposed project includes the two APNs 0229-291-54 and 0229-291-46.

The two proposed warehouse buildings would comprise approximately 42 percent of the total proposed Project site area and include approximately 650,960 sf of building area. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. Building A has a typical height of 46 feet and Building B has a typical height of 38 feet with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. A diagram of the proposed Project site and the included improvements are shown in **Figure 4: Primary Site Plan**. **Table 1: Building Summaries** provides a summary of the two proposed buildings included in the proposed Project.

**Table 1: Building Summaries**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,694	10,000	500,694	183	283	82	87
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Source: HPA Architecture, 2020

**Access and Parking**

Vehicular access to the proposed Project would consist of 3 project driveways along Napa Street and a new public street east of Building B and west of the rail spur line. The new public street would terminate at the north end of the property in a cul-de-sac and would include a driveway entrance to the project site for Building B from the end of the cul-de-sac. All entrances to the site would be unsignalized. Existing street improvements would be improved and/or redesigned as required to meet the City Standards along Napa Street at the Project frontage. The majority of the street improvements have been installed but to the current County of San Bernardino standards including curbs, gutters, sidewalks, streetlights, traffic signal equipment and signing and striping as required. The City of Rancho Cucamonga may require additional improvements with the annexation of a portion of Napa Street. Napa Street is currently within the County of San Bernardino. As shown in **Table 1**, the proposed Project would meet the parking requirements for

all proposed buildings. The new public street will be constructed to meet the City Standards.

The proposed Project would also include the creation of 381 parking stalls surrounding the two proposed buildings. Of the 381 parking stalls, 330 provide parking for standard vehicles, 13 provide parking for handicap accessibility, 38 provide parking for clean air vehicles, and 107 have been designed as trailer stalls. The proposed Project would provide 102 more standard vehicle stalls, and 5 more trailer stalls than is required for a project of this size and intensity. The Project will provide a total 28 bicycle spaces 8 short term spaces and 20 long term spaces indoors as required by the Development Code.

### **Landscaping**

Proposed onsite landscaping would cover approximately 8.4 percent or 97,025 sf of the site for Building A and approximately 10.2 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040 which specifies landscape design guidelines for industrial districts.

A Metropolitan Water District (MWD) water line and easement traverses the property generally parallel to the front property line of the Project site along Napa Street. The distance varies from approximately 18 ft to 175 ft from the face of curb along Napa Street due to the curvilinear nature of the street. The parking area has been designed to be generally in this area as landscaping will be limited within the easement area due to MWD's requirements to limit the type and quantities of landscaping materials permitted over any infrastructure within the easement area. This requirement will reduce the permitted landscaping materials allowed to enhance the front elevation of the buildings. Additional plantings will be enhanced where appropriate to replace the lack of landscaping in the easement area.

### **Construction**

The site is generally vacant, with a rail spur line that traverse the site, and therefore construction would not include the demolition of any structures. Construction of the proposed Project is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022.

### **Alternative Site Plan**

The Project Applicant is pursuing the proposed building on a speculative basis and the future occupant(s) of the Project are unknown at this time. The Project applicant expects that the proposed light industrial building would be occupied by either a warehouse distribution/logistics operator(s) or a fulfillment center use. In the event that the building is occupied by a fulfillment center use, the truck court/loading area on the west side of the Building A and site for Building B would be used for up to 1,249 automobile parking spaces in lieu of 33 loading docks and 48 truck trailer parking spaces on the west side of Building A and the entirety of Building B and its associated parking, as described above as shown on **Figure 4**. The Alternative Site Plan is provided as **Figure 5: Alternative Site Plan**, to this Initial Study. Regardless of the occupant(s), the buildings are expected to operate 24 hours a day, seven days a week. **Table 2: Building Summary** provides a summary of the single proposed building included in the proposed Alternative Site Plan.

**Table 2: Building Summary**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,743	10,000	500,743	183	1,467	49	54

Source: HPA Architecture, 2020

### **Access and Parking**

Vehicular access to the proposed Project would be unchanged from the previously described conditions above and would consist of the same 3 project driveways along Napa Street and the new public street. As shown in **Table 2**, the proposed Project would exceed all required parking requirements per the City standards.

### **Landscaping**

Proposed onsite landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040 which specifies landscape design guidelines for industrial districts.

### **Annexation/Pre-zone**

The Project will include the annexation proposal for a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the Unincorporated County of San Bernardino and the City of Fontana Sphere of Influence (SOI) and of parcel 0229-291-46 located entirely within the Unincorporated County of San Bernardino and the City of Fontana SOI. Additionally, the Project include the pre-zone application to zone the subject parcels to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning designation of the parcels located to the north within the City of Rancho Cucamonga limits. The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

### **Project Approvals Requested as Part of the Project:**

#### ***General Plan Amendment (DRC 2020-00184)***

The proposed Project would require a General Plan Amendment (GPA) to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent with the HI land use designation to the north within the City of Rancho Cucamonga limits. The GPA will amend the Flood Control/Utility Corridor designation along the west boundary of the parcel APN Parcel 0229-291-54 along the East Etiwanda Creek to Heavy Industrial. Additionally, the GPA will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1 generally over the Project site from these figures in the City of Rancho Cucamonga 2010 General Plan (General Plan). In addition, the GPA would also address necessary text amendments to the General Plan including the Community Service Element of the City's General Plan.

#### ***Annexation (DRC 2020-00185)***

A proposed annexation of a portion of parcel 0229-291-54 and 0229-291-22 located partially



within the City of Rancho Cucamonga and within Unincorporated County of San Bernardino and the City of Fontana Sphere of Influence (SOI) and of parcel 0229-291-46 located entirely within the Unincorporated County of San Bernardino and the City of Fontana SOI. The City of Rancho Cucamonga City boundary will increase in size by the area annexed and the City of Fontana's SOI would decrease in size by the equal amount.

***Pre-zone (DRC 2020-00186)***

The proposed Project would require a Pre-zone to designate the portion of parcel 0229-291-54 and 0229-291-22 and all of parcel 0229-291-46 in the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits. The parcels/or portions thereof are currently designated General Industrial (I-G) in the City of Fontana General Plan and Speedway RDA/Regional Industrial (IR) in the County of San Bernardino General Plan.

***Design Review (DRC-2020-00177)***

The proposed Design Review approval of the proposed site plan and architectural design for the development of two warehouse buildings on a combined 35.38-acre (1,541,166 square feet [sf]) site with parking and landscaping improvements. As the project is being developed for a speculative end-user and the future occupant(s) of the Project are unknown at this time an alternative site plan for the potential E-Commerce use has been include and will be evaluated in the Environmental Document (EIR) for potential impacts.

***Tentative Parcel Map (SUB TPM20251)***

The proposed Tentative Parcel Map (TPM) would include a request to consolidate two existing parcels APN 0229-291-54 (approximately 32.83 acres) and 0229-291-46 (approximately 2.9 acres) to create two new parcels for the development Project. The TPM would create the two lots with a parcel of approximately 26.44 acres in size for Building A and parcel of approximately 8.94 acres in size for Building B.

***Uniform Sign Program (DRC 2020-00178)***

The proposed Project includes the review of a Uniform Sign Program which governs the design and construction of all planned and future signs at the proposed Project.

**9. Existing Setting and Surrounding Land Uses:**

***Existing Setting***

The majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site. The pavement on-site is in poor condition, with moderate cracking throughout. The Project site is surrounded by industrial development to the north, west, east, and south of the site. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel.

Overhead Southern California Edison powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site.

An existing railroad easement and spur line is present along the northern boundary of the Project site extending from the northeast corner of the property to the center of the property and the easement extends southward crossing through the center of the site in the north-south direction.

A 12-foot diameter Metropolitan Water District water supply line is located north of Napa Street, near the southern property line.

### ***Surrounding Land Uses***

The proposed Project site is surrounded by Heavy Industrial (HI) uses to the north and west. Adjacent properties to the immediate south and east are surrounded by Regional Industrial (IR) uses within the County of San Bernardino and General Industrial (I-G) within the City of Fontana's SOI. The BNSF railway and Metrolink line is directly north of the Project site. The site is bordered to the west by the East Etiwanda Creek.

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

- LAFCO
- USFWS
- California Department of Fish and Game
- San Bernardino County Flood Control District
- Metropolitan Water District
- Southern California Edison
- Regional Water Quality Control Board
- City of Fontana
- County of San Bernardino
- South Coast Air Quality Management District
- Burlington Northern Santa Fe, LLC Railway

#### **11. Noise Sources**

The major sources of noise in the Project area currently include mobile sources from the Burlington Northern Santa Fe railway, Metrolink, and vehicle traffic. Other existing noise sources include industrial activities, and urban-related activities (i.e., mechanical equipment, pedestrians). The nearest airport to the Project site is the Ontario International Airport, which is located approximately 4 miles southwest of the Project site.

**Figure 1: Local Vicinity Map**



**FIGURE 1:** Local Vicinity Map  
Speedway Commerce Center  
City of Rancho Cucamonga

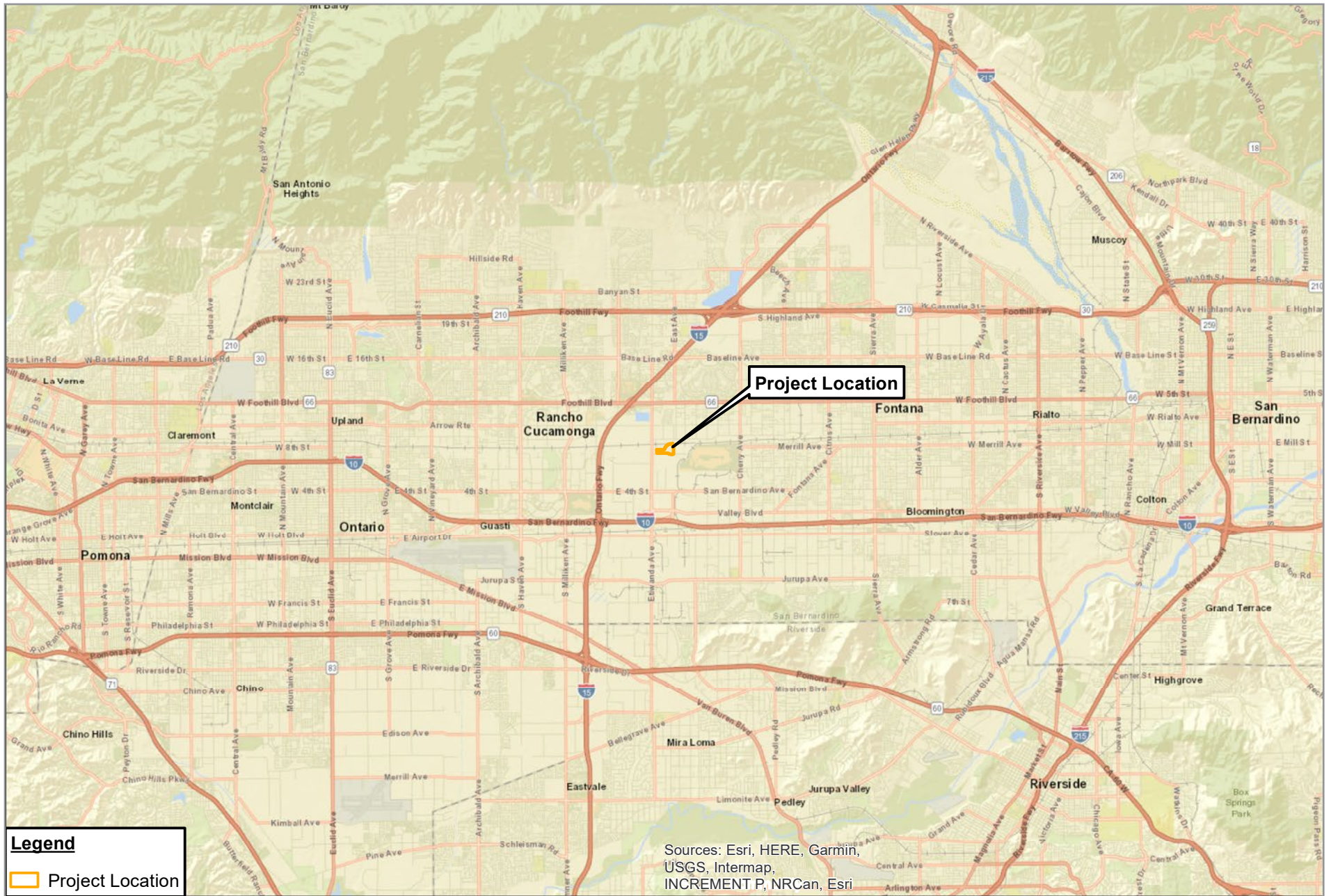


Not to scale

Kimley»Horn

**Figure 2: Regional Location Map**





**FIGURE 2:** Regional Location Map  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

**Kimley»Horn**



**Figure 3: Annexation Map**



Source: Google Maps

**FIGURE 3:** Annexation Map  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

Kimley»Horn

**Figure 4: Primary Site Plan**





**Figure 5: Alternative Site Plan**

## Tabulation

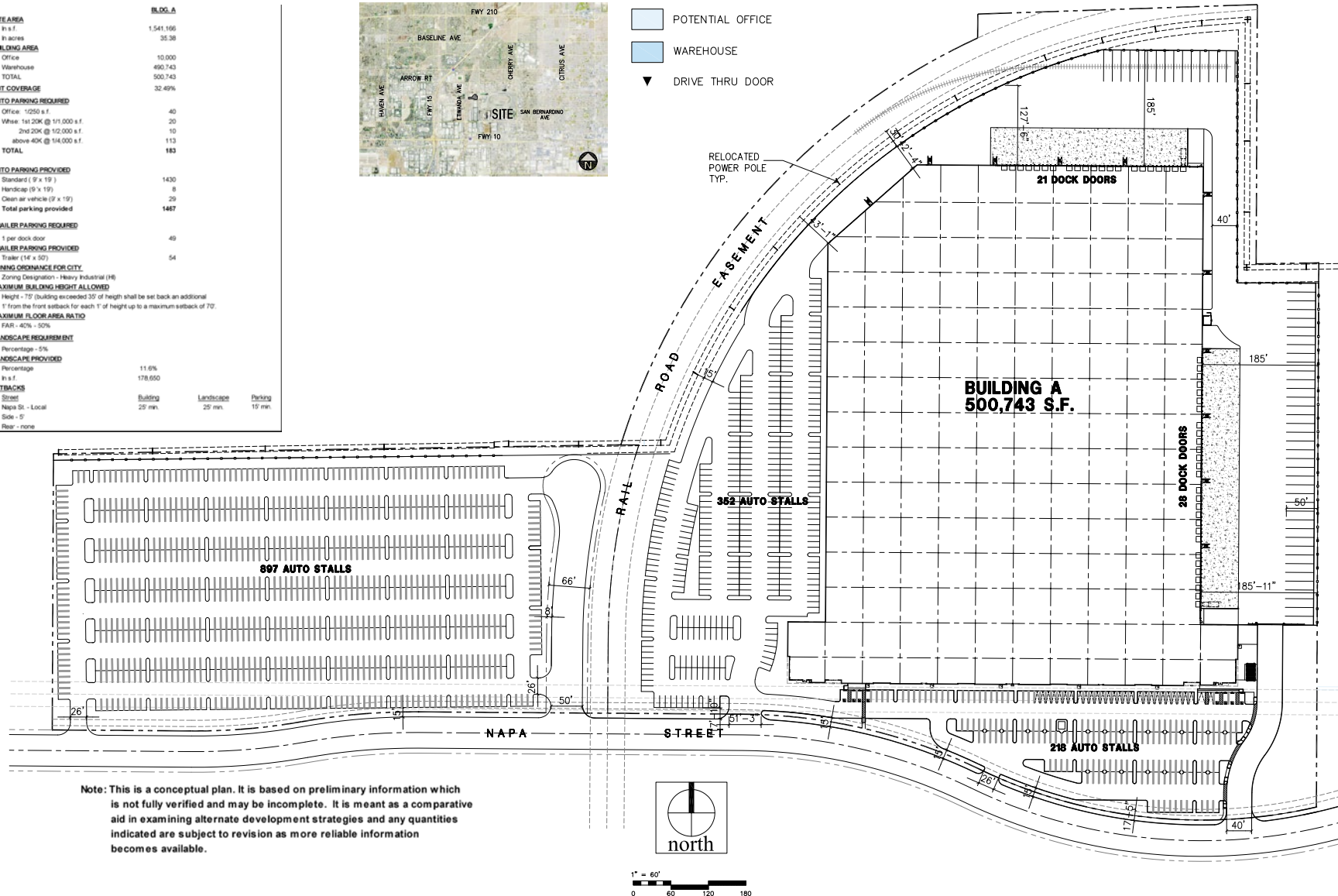
<b>SITE AREA</b>	<b>BLDG. A</b>		
In s.f.	1,541,166		
In acres	35.38		
<b>BUILDING AREA</b>			
Office	10,000		
Warehouse	490,743		
TOTAL	500,743		
<b>LOT COVERAGE</b>	32.49%		
<b>AUTO PARKING REQUIRED</b>			
Office: 1250 s.f.	40		
Warehouse: 1st 20K @ 171,000 s.f.	20		
2nd 20K @ 102,000 s.f.	10		
above 40K @ 114,000 s.f.	113		
<b>TOTAL</b>	<b>183</b>		
<b>AUTO PARKING PROVIDED</b>			
Standard (9' x 19')	1430		
Handicap (9' x 19')	8		
Clean air vehicle (9' x 19')	29		
<b>Total parking provided</b>	<b>1467</b>		
<b>TRAILER PARKING REQUIRED</b>			
1 per dock door	49		
<b>TRAILER PARKING PROVIDED</b>			
Trailer (14' x 50')	54		
<b>ZONING ORDINANCE FOR CITY</b>			
Zoning Designation - Heavy Industrial (HI)			
<b>MAXIMUM BUILDING HEIGHT ALLOWED</b>			
Height - 75' (building exceeded 35' of height shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70')			
<b>MAXIMUM FLOOR AREA RATIO</b>			
FAR - 40% - 50%			
<b>LANDSCAPE REQUIREMENT</b>			
Percentage - 5%			
<b>LANDSCAPE PROVIDED</b>			
Percentage	11.6%		
In s.f.	178,650		
<b>SETBACKS</b>			
Street	Building	Landscape	Parking
Napa St. - Local	25' min.	25' min.	15' min.
Side - S			
Rear - none			

## Aerial Map



## Legend

- POTENTIAL OFFICE
- WAREHOUSE
- DRIVE THRU DOOR



**FIGURE 5:** Alternative Site Plan  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

Kimley»Horn



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

	Aesthetics		Agricultural Resources	<b>X</b>	Air Quality
<b>X</b>	Biological Resources	<b>X</b>	Cultural Resources	<b>X</b>	Energy
<b>X</b>	Geology / Soils	<b>X</b>	Greenhouse Gas Emissions	<b>X</b>	Hazards & Hazardous Materials
<b>X</b>	Hydrology / Water Quality		Land Use and Planning		Mineral Resources
<b>X</b>	Noise		Population and Housing		Public Services
	Recreation	<b>X</b>	Transportation	<b>X</b>	Tribal Cultural Resources
	Utilities / Service Systems		Wildfires		Mandatory Findings of Significance

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of the 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.
- X** I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the Initial Study and related materials and documentation may be obtained at the Planning Department, in the City of Rancho Cucamonga. Sean McPherson, Senior Planner, (909) 477-2750, Ext. 4307.

\_\_\_\_\_  
NAME / TITLE

\_\_\_\_\_  
Date

\_\_\_\_\_  
NAME / TITLE

\_\_\_\_\_  
Date

## 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 parenthesis following each question. A “No Impact” answer is adequately supported if all 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) “Potentially Significant Unless 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.
- 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 the following:
  - 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-significant.

## AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:</b>				
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 area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 1a) **Less than significant impact.** Scenic resources identified in the City's 2010 General Plan include the San Gabriel and San Bernardino Mountains and foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features. The City recognizes other scenic resources, including remaining stands of eucalyptus windrows, scattered vineyards and orchards, and natural vegetation in flood-control channels and utility corridors<sup>1</sup>; however, none of these resources occur on the Project site.

Prominent natural features visible from the Project site, include the San Gabriel (approx. 5 miles north), San Bernardino (approx. 13 miles northeast), and Jurupa (approx. 4 miles south) mountains. Views of these mountain ranges are available from the Project site and adjacent streets and properties. The Project site is located in a highly developed area with buildings and structures of varying heights. The proposed Building A height is anticipated to be up to 56 feet and Building B height anticipated to be up to 48 feet. The buildings would not exceed the maximum allowed 75-foot height limit in the HI Zoning District. Based on the proposed building heights, and the distance between the Project and surrounding mountain ranges (approx. 4 to 13

<sup>1</sup> Rancho Cucamonga. 2010. *Rancho Cucamonga General Plan*. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf) (accessed May 2020).

miles), views of these scenic features would remain unobstructed. Therefore, the impact on scenic vistas would be less than significant.

- 1b) **No impact.** Roadways surrounding the Project area include Napa Street, Etiwanda Avenue, and Whittram Avenue. As discussed in the City's General Plan EIR, scenic routes within the valley area of the County (which includes the southwestern section of the County located south of the San Bernardino and San Gabriel Mountains), where the Project is located, are located in the eastern section of the valley area near the cities of Loma Linda, Redlands, and Yucaipa and in the southwestern corner of the County. Other scenic routes are in the mountain and desert regions, where natural settings remain. The closest State-designated Scenic Highway is Rte. 142, from the Orange County Line to Peyton Drive.<sup>2,3</sup> The intersection of Peyton Drive and Rte. 142 is approx. 14.5 miles southeast of the Project site. There are no officially designated county scenic highways in the County.<sup>4</sup> Given the distance between the Project Site and the nearest officially designated state scenic highways, the Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impacts are identified or are anticipated.
- 1c) **Less than significant impact.** The Project site is located in an urbanized area and the Project site is largely undeveloped, minus a railroad that traverses the Project site. The majority of the site has been leveled and graded and is covered over in dirt and sparse ruderal vegetation. The Project site is located within HI Zoning District. Project design would meet the City's development standards/requirements for the HI Land Use Zoning Districts as required by the Rancho Cucamonga Development Code.<sup>5</sup> With regard to the City's General Plan, Chapter 2: Managing Land Use, Community Design, and Historic Resources identifies principles, goals and policies that pertain to scenic quality. Project development would be consistent with the general design principles outlined in the Community Design section of the General Plan:
- Innovative design, regardless of its style, is more important to the achievement of "quality" than the use of any predetermined theme.
  - Innovative design promotes the use of novel variations to solve common and unique problems in urban development. (An exception is where both theme and innovation are essential in districts with a strong historical character).
  - High quality is the result of extensive consideration in providing innovative and appropriate solutions to all aspects of the design.
  - Developments should be designed to serve the community's residents, businesses, and visitors, as well as reflect the community's aesthetic values.
  - Designers are expected to respect and work in concert with community goals, as well as address client requests.

<sup>2</sup> Caltrans. 2017. California Scenic Highways. Available at <https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a> (accessed May 2020).

<sup>3</sup> Caltrans. 2019. List of eligible and officially designated State Scenic Highways. Available at [https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019_a11y.xlsx) (accessed May 2020).

<sup>4</sup> Caltrans. ND. Officially Designated County Scenic Highways. Available at <https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf> (accessed May 2020).

<sup>5</sup> Rancho Cucamonga. ND. Section 17.36.040 Development standards for industrial districts. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17\\_36-17\\_36\\_040&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_36-17_36_040&frames=on) (accessed May 2020).

- Designers should not view their project singularly, but as part of a larger master plan area in which they are responsible for design continuity and compatibility.
- Rancho Cucamonga does not depend on standardized design solutions; “off the shelf” model buildings which may be accepted elsewhere are not necessarily the acceptable measure of quality design in the community.
- New developments should acknowledge the positive aspects of nearby existing buildings by incorporating compatible features.
- Architectural styles should complement and augment surrounding development. They should convey a sense of thoughtfulness and not expediency.
- Building elevations should give equal attention to architectural detail and interest on all faces, including the rear.
- Design in Rancho Cucamonga pays careful attention to detail because that is where real quality is manifested.
- Be wary of the same architectural style repeated too often or over too large an area. It can become boring and, as a result, no longer communicate quality.
- Encourage the use of “green” design techniques as outlined in the City’s “green” building standards.

Because the Project design/development would be consistent with City standards for HI zoning and does not conflict with the principles, goals and policies of the General Plan, a less than significant impact would occur.

1d) **Less than significant impact.** Existing sources of light and glare in the immediate Project area include street lights along Napa Street, and outdoor safety and security lighting associated with adjacent developments. The predominant source of light impacts will be related to the exterior lighting, building lighting, and vehicle headlights. To ensure the Project does not create a new source of substantial light or glare, which could adversely affect day or nighttime views in the area, the Project design/development would adhere to the City’s Development Code Chapter 17.58 Outdoor Lighting Standards, Section 17.58.050 General lighting requirements.<sup>6</sup> Subsections that pertain to this Project include:

- A. Nuisance prevention.** All outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution.
- B. Maintenance.** Fixtures and lighting shall be maintained in good working order and in a manner that serves the original design intent.
  - 1. Burnt-out and broken light bulbs shall be replaced.
  - 2. Lighting fixtures shall remain free of graffiti and rust.
  - 3. Painted light fixtures shall be maintained to minimize chipping or peeling.

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<sup>6</sup> Rancho Cucamonga. ND. Section 17.58.050 General lighting requirements. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iv-17\\_58-17\\_58\\_050&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iv-17_58-17_58_050&frames=on) (accessed May 2020).

- C. Shielding.** Except as otherwise exempt, all outdoor lighting shall be recessed and/or constructed with full downward shielding in order to reduce light and glare impacts on trespass to adjoining properties and public rights-of-way. Each fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. See Figure 17.58.050-2 (Shielding and Maximum Height of Freestanding Outdoor Light Fixtures) of Title 17: Development Code.
- D. Level of illumination.** Outdoor lighting shall be designed to illuminate at the minimum level necessary for safety and security and to avoid the harsh contrasts in lighting levels between the project site and adjacent properties. Illumination requirements are provided in Table 17.58.050-1 (Illumination Requirements) of Title 17: Development Code.
- E. Signs.** Lighting of signs shall be in compliance with Chapter 17.74 (Sign Regulations for Private Property) of Title 17: Development Code.
- H. Maximum height of freestanding outdoor light fixtures.** The maximum height of outdoor light fixtures on residential properties shall be 12 feet. The maximum height of freestanding outdoor light fixtures abutting residential development shall be 15 feet. Otherwise, the maximum height for freestanding outdoor light structures shall be 20 feet. Height shall be measured from the finish grade, inclusive of the pedestal, to the top of the fixture. See Figure 17.58.050-2 (Shielding and Maximum Height of Freestanding Outdoor Light Fixtures) of Title 17: Development Code. Height limit for light fixtures in industrial areas is 25 feet. The height of all outdoor light fixtures is measured from ground level to top of illumination fixture and does not include decorative elements attached to the top of the fixture.
- I. Energy-efficient fixtures required.** Outdoor lighting shall utilize energy-efficient fixtures and lamps such as high-pressure sodium, metal halide, low-pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater efficiency. All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours.
- J. Accent lighting.** Architectural features may be illuminated by uplighting, provided that the lamps are low intensity to produce a subtle lighting effect and no glare or light trespass is produced. Wherever feasible, solar-powered fixtures shall be used.
- K. Alternative designs, materials, and installations.** The designated approving authority may grant approval of alternatives to this section as part of design review (section 17.16.130). (Code 1980, § 17.58.050; Ord. No. 855, § 4, 2012; Ord. No. 860 § 4, 2013)

To address potential light and glare impacts, Project lighting would be directed inward and downward and/or shielded to minimize the light from adversely affecting adjacent properties. Concrete tilt-up screen walls (8 feet in height) and landscaping/trees would also serve to block and filter mobile light sources, such as from passenger vehicles and trucks, from adversely affecting adjacent properties. The exterior façade would consist of non-reflective materials, such as concrete. In addition, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces. Through these design features and adherence with the Development Code, the impact would be less than significant.

## AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AGRICULTURE AND FORESTRY RESOURCES.</b> 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 2a) **No Impact.** According to the California Department of Conservation's California Important Farmland Finder and Exhibit 4.2-1: Farmland Resources from the City's General Plan EIR, the Project site does not contain Prime Farmland, Unique Farmland, Farmland of Statewide

Importance, or Farmland of Local Importance.<sup>7,8</sup> The site is classified as Urban and Built-Up Land by the Farmland Finder and Exhibit 4.2-1. In addition, the Project site has largely been graded and leveled. Because the implementation of the Project would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

- 2b) **No impact.** According to the City's General Plan Land Use Plan map (Figure LU-2 of the General Plan), the City does not have an agricultural land use designation. The City's Development Code also does not have an agricultural zone, although agricultural uses are permitted under the following base zoning districts: Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC). Additionally, according to the City's General Plan, there are no lands within the City that are under a Williamson Act contract; therefore, no impacts related to Williamson Act contracts would occur.

In addition, the Project site is classified as Urban and Built-Up Land by the Farmland Finder and according to the Figure 6-9A: Prime Farmland – Valley Region from the County of San Bernardino General Plan, the Project site is not within a Williamson Act contract area. The Project site is zoned HI. According to Table 17.30.030-1: Allowed Land Uses and Permit Requirements by Base Zoning District, Agriculture Uses are not permitted under HI zoning.<sup>9</sup> The Project is two industrial warehouses with office space and not proposed for agricultural use. No impact would occur.

- 2c-d) **No impact.** The Project Site would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) given that the property is zoned HI and surrounded by properties zoned HI, KC/SP – Kaiser Commerce Center Specific Plan and IR – Regional Industrial (KC/SP and IR by San Bernardino County). Adjacent and surrounding properties to the Project Site are urban and built-up with industrial and commercial uses. The Project Site is currently undeveloped. The majority of the site has been leveled and graded and is covered over in dirt and sparse ruderal vegetation. Development/redevelopment of the Project site would not result in rezoning of forest land as it proposes industrial warehouses with office space that would not result in the conflict with the zoning of, or need for other rezoning of, other parcels within the City. Therefore, no impacts associated with the conflict of existing zoning for, or cause the rezoning of, forest land, timberland, or timberland production zones would occur.

- 2e) **No impact.** Due to the lack of existing farmland, forest lands, or areas zoned for agriculture, or timberlands on the Project site or immediately surrounding areas, development of the Project site would not involve 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 nearest designated farmland and active agricultural operations is located approximately 2.25 miles northeast of the Project Site. Components of the Project, including construction and

<sup>7</sup> Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.2-1. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AAbnegBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AAbnegBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf) (accessed May 2020).

<sup>8</sup> California Department of Conservation. 2016. California Important Farmland Finder. Available at <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed May 2020).

<sup>9</sup> Rancho Cucamonga. ND. Title 17 Development Code, Section 17.30.030 Allowed land uses and permit requirements. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17\\_30-17\\_30\\_030&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_30-17_30_030&frames=on) (accessed May 2020).



operation, would be limited to the Project site and would not impact existing off-site agricultural operations. No impact would occur.

## AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>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. Would the project:</b>				
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:** Based on related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES. Would the project:</b>				
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 US Fish and Wildlife Service?		✓		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## CULTURAL RESOURCES

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

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. ENERGY. Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	✓			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		✓		

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## GEOLOGY AND SOILS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>7. GEOLOGY AND SOILS. Would the project:</b>				
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:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
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:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✓			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	✓			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?		✓		
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

**Discussion:** Based on these comments, the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.



## HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		✓		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?			✓	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or 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?		✓		
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:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 11a) **No Impact.** The Project area is vacant, undeveloped, and a previously disturbed site. The Project site is being proposed in a part of the City where the site is not critical to the connectivity of the community. The Project site does not serve the community as a gathering place nor does it increase the sense of community by providing community space. The Project would not divide an established community. Therefore, no impacts would occur.
- 11b) **No Impact.** The zoning for the majority of the Project site, which is located in the City of Rancho Cucamonga, is HI. The zoning for the southern portion of the Project site located in the County of San Bernardino is Regional Industrial/Speedway RDA (IR) and is designated General Industrial (M-2) in the City of Fontana. The General Plan designation for the portion of the Project site located in the City of Rancho Cucamonga is designated as HI and is within the Industrial Area Specific Plan. The General Plan designation for the portion of the Project site located in San Bernardino County is Regional Industrial/Speedway RDA (IR) and is designated in the City of Fontana General Plan as General Industrial (I-G).

The Project would require a General Plan Amendment, Annexation, and Pre-zoning.

### General Plan Amendment

The proposed Project would require a General Plan Amendment to designate the area north of Napa Street, east of the Etiwanda Avenue to the San Sevaine Channel and within the County of San Bernardino to HI Land Use designation consistent with the HI land use designation to the north within the City of Rancho Cucamonga limits. The General Plan Amendment will also address the Flood Control/Utility Corridor Land Use designation that is currently identified on along the west boundary of the parcel APN 0229-291-54. This land use designation may be a mapping error or carryover from the East Etiwanda Creek bed that is along the western edge of the project site. But the GPA will correct this inconsistency and amend the land use designation to Heavy Industrial to be consistent with the land use of the remainder of the lot area and the underlying land uses in the area. Additionally, the General Plan Amendment will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1 generally over the Project site from these

figures in the City's General Plan. In addition, the General Plan Amendment would also address necessary text amendments to the City's General Plan including the Community Service Element.

### **Annexation**

A proposed annexation of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the boundary of the County of San Bernardino and the City of Fontana SOI and of parcel 0229-291-46 located entirely within the County of San Bernardino and the City of Fontana SOI. The City of Rancho Cucamonga City boundary will increase in size by the area annexed and the City of Fontana's SOI would decrease in size (requiring an SOI amendment).

### **Pre-zone**

The proposed Project would require a Pre-zone to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue, and within the County of San Bernardino to HI Land Use designation consistent with the HI land use zoning to the north within the City of Rancho Cucamonga limits. After the action by the City of Rancho Cucamonga, the Local Agency Formation Commission (LAFCO) will take final action on the proposed annexation of these parcels.

Through the successful implementation and completion of the above administrative tasks in accordance with City, County, and LAFCO policies and procedures, the Project is avoiding 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.

## MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

12a) **Less than significant impact.** Gravel deposits in the alluvial fans of the San Bernardino County valley represent the most significant and widely spread mineral resource in the region. Aggregates are essential ingredients in construction materials such as concrete, plaster and mortar. Construction of the proposed Project would demand aggregate resources as part of the construction phase. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The proposed Project's demand for mineral resources would be minimal and is considered less than significant due to the abundance of available local aggregate resources.

12b) **Less than significant impact.** Exhibit 4.11-1, Mineral Land Classification, of the City's General Plan EIR and the Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (West) map<sup>10</sup> shows that the proposed Project site is located within Mineral Zone 3 (MRZ-3), which means that aggregate resources are present, but their significance cannot be evaluated with present data. Also, according to the City's General Plan EIR Exhibit 4.11-2, the project site is not located in a regionally significant aggregate resource area.

The Project site is within approximately 1.5 miles of one mine site: the Kaiser Fontana Mine. The mine was an open-pit sand and gravel mine, which has since been reclaimed.<sup>11</sup> Review of historic aerial imagery dating back to 1938 indicates mining activities on the Project site have not occurred in recent history.<sup>12</sup> Past land use appears to be for agricultural purposes. The Project site is currently undeveloped, so it does not involve the use or operation of extracting mineral resources. Therefore, no impacts resulting in the loss of availability of a known mineral resource that would be of value locally would occur.

<sup>10</sup> California Department of Conservation. 1995. Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (West). Available at [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_94-08/OFR\\_94-08\\_West.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-08/OFR_94-08_West.pdf) (accessed May 2020).

<sup>11</sup> DOC. 2016. Mines Online. <https://maps.conservation.ca.gov/mol/index.html> (accessed May 2020).

<sup>12</sup> Historic Aerials. 2020. <https://www.historicaerials.com/viewer> (accessed January 2020).

## NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. NOISE. Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b) Generation of excessive groundborne vibration or groundborne noise levels?		✓		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		✓		

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 14a) **Less than significant impact.** The Project would have a beneficial effect on the City's employment base by developing a site that is currently vacant with new industrial/warehouse buildings with ancillary office space. Given that the current unemployment rate for the Riverside-San Bernardino-Ontario area is approximately 4.0%<sup>13</sup>, it is reasonably assured that the jobs would be filled by people living in the City, unincorporated County area, and surrounding communities, such as Fontana, Rialto, Jurupa Valley, and Ontario. Furthermore, the Project site is served by existing public roadways, and utility infrastructure is already installed beneath the public rights of way that abut the Project site (Napa Street). As such, the Project is not anticipated to induce substantial population growth in the area, such that the population growth would result in significant environmental effects. A less than significant impact would occur.
- 14b) **No impact.** The Project site is vacant. The Project would not require the demolition of residential properties that will displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

<sup>13</sup> U.S. Bureau of Labor and Statistics. 2020. Economy at a Glance: Riverside-San Bernardino-Ontario, CA. [https://www.bls.gov/eag/eag.ca\\_riverside\\_msa.htm](https://www.bls.gov/eag/eag.ca_riverside_msa.htm) (accessed May 2020).

## PUBLIC SERVICES AND RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. PUBLIC SERVICES AND RECREATION.</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			✓	
ii) Police protection?			✓	
iii) Schools?			✓	
iv) Parks?			✓	
v) Other public facilities?			✓	
b) 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?				✓
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.				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 15a) **Less than significant impact.** The Project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

***Fire Protection:***

Fire protection services to the Project site would be provided by the Rancho Cucamonga Fire Protection District. The Project site would be served by the Jersey Fire Station, located at 11297



Jersey Boulevard, Rancho Cucamonga, CA 91730 (approximately 3 roadway miles west of the Project site) and Day Creek Fire Station, located at 12270 Firehouse Court, Rancho Cucamonga, CA 91739 (approximately 3.3 roadway miles to the northwest of the Project site) (Google Maps 2020). Based on the Project site's proximity to two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required.

The Rancho Cucamonga Fire Protection District currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The Project Applicant must be able to demonstrate sufficient fire flow. The Project would be required to comply with the most current provisions of Fire Construction Fee Schedule, which requires a fee payment that the City applies to the funding of fire protection facilities. Mandatory compliance with the Fee Schedule and plan review would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out. The Project would comply with the Fire District Standards, California Fire Code and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths.

The Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed building would be of concrete tilt-up construction that contains a low fire hazard risk rating. Fire protection apparatus ingress and egress will be available via 5 driveways and the Project site's internal circulation would allow fire apparatus access around the buildings. Four fire hydrants are currently present along eastbound Napa Street, between the railroad crossing and San Sevaire Channel. Additionally, as required by code, fire hydrants will be installed throughout the Project site. In addition, a fire alarm system is proposed to be installed, as well as ESFR (Early Suppression, Fast Response) ceiling-mounted fire sprinklers. ESFR systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high volume, high-pressure heads to provide the necessary fire protection for warehouse buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its source.

Overall, the Project would receive adequate fire protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and will not adversely affect service ratios, response times, or other performance objectives. Compliance with applicable local and state regulations will ensure that the Project implementation would result in a less than significant impact to fire protection services.

***Police Protection:***

Police protection services to the Project site would be provided by the Rancho Cucamonga Police Department (RCPD) that is served by the San Bernardino County Sheriff's Department (SBCSD). The closest police station to the Project site is the Victoria Gardens Substation, located at 7743 Kew Avenue, Rancho Cucamonga, CA 91739 (approximately 2.5 roadway miles northwest of the Project site) (Google Maps 2020). The RCPD Headquarters (and SBCSD Rancho Cucamonga

Patrol Station) is located at 10510 Civic Center Drive, Rancho Cucamonga, CA 91730 (approximately 3.9 roadway miles northwest of the Project site) (Google Maps 2020). Currently, there are 182 Sheriff's personnel serving the citizens of Rancho Cucamonga. The station not only provides sufficient patrol services, but also provides a significant full-service traffic division, which includes motor units, Major Accident Investigation Team, a commercial enforcement unit and a parking enforcement unit. A Multiple Enforcement Team, including a Bicycle Enforcement Team provides a well-rounded community based policing unit. In addition, the station also provides six School Resource Officers who service each of the city's high schools, middle schools and elementary schools, a crime prevention unit, a crime analysis unit, and a well-diversified and experienced detective division.<sup>14</sup> In addition, a joint facility including a police substation is proposed at the Empire Lakes development located approximately 3.8 roadway miles west of the Project site.

Based on the Project site's proximity to these existing and proposed police stations and the staffing level, the Project would be adequately served by police protection services, and no new or expanded unplanned facilities would be required.

The Project involves the construction of two industrial/warehouse buildings with office space and is not anticipated to generate significant police calls which would warrant construction of a new police station or expansion of an existing station. Furthermore, property tax revenues and Police Impact Fees generated from development of the Project site would provide funding to offset potential increases in the demand for police services at Project buildout.

Overall, the Project would receive adequate police protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, and will not adversely affect service ratios, response times, or other performance objectives. Compliance with applicable local regulations will ensure that the Project implementation would result in a less than significant impact to police protection services.

#### ***Schools:***

The Project site is located within the boundaries of the Etiwanda School District and the Chaffey Joint Union High School District. The closest school to the Project site is Perdue Elementary School, located at 13051 Miller Avenue, Etiwanda, CA 91739 (approximately 2 roadway miles north of the Project site) (Google Maps 2020).

The Project, however, would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The Project is not expected to draw a substantial number of new residents to the district and therefore, would not indirectly generate school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct demand for additional public-school services, the Project Applicant would be required to contribute development impact fees to the Etiwanda School District and the Chaffey Joint Union High School District in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with

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<sup>14</sup> SBCSD. 2020. Rancho Cucamonga Patrol Station. Available at <http://wp.sbcounty.gov/sheriff/patrol-stations/rancho-cucamonga/> (accessed May 2020).

increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Compliance with applicable local and state regulations will ensure that the Project implementation would result in a less than significant impact to school services.

***Parks:***

Patricia Murray Park, located at 8040 Jamestown Circle in Fontana, is the closest park to the Project site. The park is located 3 roadway miles north of the Project site (Google Maps 2020).

The Project, however, would not create a direct demand for park facilities, as the subject property would contain non-residential uses that would not generate population growth requiring park facilities. The Project is not expected to draw a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring park facilities. Because the Project would not directly generate population growth and is not expected to indirectly introduce parkgoers to the area, the Project would not cause or contribute to a need to construct new or physically altered park facilities.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Therefore, Project implementation would result in a less than significant impact to park facilities.

***Other public facilities:***

Other public facilities located in the greater Project area include the Rancho Cucamonga Public Library, located at 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739 (approximately 2.4 roadway miles northwest of the Project site) and the James L. Brulte Senior Center, located at 11200 Base Line Road, Rancho Cucamonga, CA 91701 (approximately 4.9 roadway miles northwest of the Project site) (Google Maps 2020).

The Project, however, would not create a direct demand for other public facilities, as the subject property would contain non-residential uses that would not generate population growth requiring other public facilities. The Project is not expected to draw a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring other public facilities. Because the Project would not directly generate population growth and is not expected to indirectly introduce new population to the area, the Project would not cause or contribute to a need to construct new or physically altered other public facilities.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Therefore, Project implementation would result in a less than significant impact to other public facilities.

- 15b) **No impact.** Patricia Murray Park, located at 8040 Jamestown Circle in Fontana, is the closest park to the Project site. The park is located 3 roadway miles north of the Project site. However, the Project is an industrial/warehouse building with office space and does not propose any residential development or other land use that may generate a population that would increase the use of this park or any existing neighborhood or regional parks or other recreational facility. Therefore, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur.
- 15c) **No impact.** The Project is two industrial/warehouse buildings with office space and does not propose, nor require, the construction or expansion of recreational facilities. The Project does not include the subdivision of land for residential use and therefore is not required to dedicate land or pay fees in lieu thereof, or combination of both, for park or recreational purposes. See Chapter 3.68: Park In-Lieu/Park Impact Fees of the Rancho Cucamonga Municipal Code for detailed information. Therefore, the Project would not have an adverse physical effect on the environment as it pertains to construction/expansion of recreational facilities and no impact would occur.

## TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. TRANSPORTATION. Would the project:</b>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	✓			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d) Result in inadequate emergency access?			✓	

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>17. TRIBAL CULTURAL RESOURCES. Would the project:</b>				
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				
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)?				✓
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?	✓			

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

A technical study is currently underway and being prepared to analyze the project-related impacts and this resource will be analyzed in the EIR.

## UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 18a) **Less than significant impact.** The Project would include the construction of subsurface water quality features and the relocation of power poles currently present onsite. Onsite flows generated by the Project would surface flow through the site utilizing ribbon gutters, curb & gutters, and grate inlets. The Project would utilize subsurface storm drain systems that would convey flows into the proposed underground corrugated metal pipe (CMP) detention systems. The Project site is divided into two drainage areas due to railroad tracks running through the middle of the site. Building A is the area to the east of the railroad tracks (Drainage Area [DA] A), while Building B is located to the west of the tracks (DA B). Inlets and sub-surface storm drain pipes would be used to collect and convey runoff generated by each DA to a proposed underground infiltration system for water quality treatment and infiltration. Both CMP detention/water quality treatment systems have been designed/sized to hold the water quality volume of a 100 year storm event. However, for DA 1, the rest of the runoff that exceeds water



quality volume will be directed to an existing 36-inch storm drain beneath Napa Street that connects to San Sevaine Channel. For DA 2, the rest of the runoff that exceeds water quality volume will be directed to the existing reinforced concrete box culvert that runs beneath Napa Street, ultimately discharging into the East Etiwanda Creek. San Sevaine Channel and East Etiwanda Creek both discharge into reach 3 of the Santa Ana River, which eventually discharges into the Prado Basin.

Pollutants of concern identified for the proposed Project land use include pathogens (bacterial/virus), nutrients – phosphorus and nitrogen, noxious aquatic plants, sediment, metals, oil and grease, trash/debris, pesticides/herbicides, and organic compounds. To minimize impacts from pollutants of concern, a number of best management practices (BMP) would be implemented during Project construction and operations. Examples of BMPs include landscape management, litter/debris control program, and vacuum sweeping of parking lots. The Water Quality Management Plan (Appendix A) for further details and BMPs. In addition, site design practices associated with new low-impact development (LID) requirements in the MS4 Permit would be considered in the early phases of the Project. Preventative LID site design practices to be implemented as part of the Project include the minimization of impervious areas by maximizing the open landscaped areas to the maximum extent allowed by the proposed land use and re-vegetation of disturbed areas. All disturbed areas not imperviously covered by pavement will be landscaped to the fullest extent possible. See Appendix A – Water Quality Management Plan, for additional information.

In addition, a drainage study (Appendix B) was conducted for the Project and found that:

- The proposed Project can adequately convey flows and provide flood protection for the 100-year storm event.
- The proposed CMP detention system will adequately treat on-site flows.
- The proposed Project will not impact flooding conditions to upstream or downstream properties

With the implementation of Project design feature, BMPs, and LID techniques, construction of storm water treatment/drainage features would not cause significant environmental effects.

The Project also proposes the relocation of 11 existing power poles that currently traverse the Project site. The poles would be relocated to within the proposed 30-foot wide SCE easement along the east side of the railroad tracks and along the northeastern edge of the Project site. The environmental impact footprint of the relocated power poles is very small and would not cause significant environmental effects.

Overall, the impact would be less than significant.

- 18b) **Less than significant impact.** A Water Supply Assessment (WSA) (Kimley-Horn 2020) was prepared for the Project. The Project is located within Fontana Water Company's (FWC) present California Public Utilities Commission (CPUC) certificated service area (see Figure 1 of the WSA in Appendix C). FWC is ready, willing, and able to provide all necessary water utility service to meet all of the water supply needs of the entire Project. See the WSA in Appendix C for the full analysis.

Projected water demands for the Project include industrial and landscape irrigation demands. The total Project water demand was estimated by multiplying the planned Project site area by a water use rate of 2,200 gallons per day (gpd) per acre derived from recorded water use data in industrial

areas within FWC’s service area. The estimated water demand for the industrial area of the Project is approximately 37 acre feet/year (AFY). The Project landscape irrigation demand was estimated using a water budget calculator from Department of Water Resources (DWR). The estimated irrigation water demand for the Project is approximately 10 AFY. The total estimated water demand for the Project, which includes industrial water demands (37 AFY) and landscape irrigation (10 AFY), is approximately 47 AFY.

Based on analysis and evaluation in the WSA, the WSA shows clearly that FWC’s available water supplies will be sufficient to meet all of the water demands of the entire Project for the next 20 years through 2040, including during single and multiple dry years. The overall projected water demands for FWC, which include water demand projections from FWC’s 2015 UWMP, the proposed Project, the proposed “Southwest Fontana Logistics Center Project” (SFLCP) are provided in Table 3. It should be noted, the projected water demands for the currently proposed SFLCP (a separate project located within FWC’s service area) were also not included in the overall water demands identified in FWC’s 2015 UWMP. As a result, the projected water demands from the separate SFLCP are also incorporated in FWC’s overall water demands for the purposes of this Project WSA.

**Table 3: Project Water Demand Estimates (AFY)**

<b>Demand</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
FWC Projected Water Demands	40,140	47,536	50,733	53,711	56,562
<b>Additional Project Demands (Project)</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>
Additional Project Demands (SFLCP)	104	104	104	104	104
Total FWC Projected Water Demands	40,291	47,687	50,884	53,862	56,713

Source: Kimley-Horn. 2020. Fontana Water, Water Supply Assessment. Table 9. (see Appendix C).

FWC’s principal future water supplies available and documented in its 2015 UWMP are groundwater pumped from Chino Basin, Lytle Basin, Rialto Basin, and No-Man’s Land Basin, surface water from Lytle Creek, recycled water, and imported water from SBVMWD and IEUA. See the WSA in Appendix C for the potential yield from these sources. Based on the available water supply sources, FWC’s water supply-demand balance in normal, single dry, and multiple dry years during the next 20 years are summarized in Tables 4, 5, and 6, respectively.

Chino Basin is an important source of groundwater for FWC now and will continue to be in the future. In addition, the Chino Basin Watermaster’s Optimum Basin Management Program will greatly increase Chino Basin’s reliability and safe yield through recharge of imported water, additional local storm water, and recycled water. FWC currently has a total pumping capacity from Chino Basin of approximately 24,700 gallons per minute (gpm). At the present time FWC has five inactive wells in Chino Basin (with a total pumping capacity of approximately 11,300 gpm or 18,200 AFY) which cannot be used because of high levels of perchlorate and nitrate contamination.

FWC is planning to restore most, if not all, of the lost pumping capacity in Chino Basin through construction of additional wells or installing wellhead treatment on existing wells in the near future. FWC is also planning to replace existing aging and poor producing wells, which will result in a net increase in production over existing capacity. Additional well capacity will provide emergency water supply in case of interruptions of water service due to migration of

contamination, loss of power, physical damage to electrical power supply equipment, or failure of a water transmission pipeline.

Tables 4, 5, and 6 show that the water supplies available to FWC will be sufficient to meet all present and future water supply requirements of the Project for the next 20 years (through 2040), including during single and multiple dry years.

**Table 4: FWC's Future Water Supplies in Normal Years (AFY) for the Project**

Year		2020	2025	2030	2035	2040
Demands from 2015 UWMP		40,140	47,536	50,773	53,711	56,562
Additional Project Demands (Hillwood-Napa Industrial Project)		47	47	47	47	47
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	104	104	104	104
Total FWC Projected Water Demands		40,291	47,687	50,924	53,862	56,713
Water Supplies	Surface Water	5,700	5,700	5,700	5,700	5,700
	Lytle Basin	5,000	9,400	9,400	9,400	9,400
	Chino Basin	10,071	10,567	13,304	15,742	18,093
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	1,000	1,500	2,000	2,500	3,000
	Imported Water from SBCMWD	2,000	2,000	2,000	2,000	2,000
	Imported Water from IEUA	10,000	12,000	12,000	12,000	12,000
	Total	40,291	47,687	50,924	53,862	56,713

Source: Kimley-Horn. 2020. Fontana Water, Water Supply Assessment. Table 11. (see Appendix C).

**Table 5: Comparison of FWC 2020 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project**

Demand and Supply		2020	2025	Multiple Dry Years		
				2030	2035	2040
Demands from 2015 UWMP		40,140	29,998	37,757	36,462	29,998
Additional Project Demands (Hillwood-Napa Industrial Project)		47	47	47	47	47
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	78	98	94	78
Total FWC Projected Water Demands		40,291	30,123	37,898	36,603	30,123
Water Supplies	Surface Water	5,700	1,710	1,710	1,710	1,710
	Lytle Basin	5,000	5,000	4,000	4,000	4,000
	Chino Basin	10,071	7,393	16,168	14,873	8,393
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	1,000	1,000	1,000	1,000	1,000
	Imported Water from SBCMWD	2,000	1,000	1,000	1,000	1,000
	Imported Water from IEUA	10,000	7,500	7,500	7,500	7,500
	Total	40,304	30,123	37,898	36,603	30,123

Source: Kimley-Horn. 2020. Fontana Water, Water Supply Assessment. Table 12. (see Appendix C).

**Table 6: Comparison of FWC's 2040 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project**

Demand and Supply		2020	2025	Multiple Dry Years		
				2030	2035	2040
Demands from 2015 UWMP		56,562	42,271	53,204	51,379	42,271
Additional Project Demands (Hillwood-Napa Industrial Project)		47	47	47	47	47
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	78	98	94	78
Total FWC Projected Water Demands		56,713	42,396	53,349	51,520	42,396
Water Supplies	Surface Water	5,700	1,710	1,710	1,710	1,710
	Lytle Basin	9,400	9,400	7,520	7,520	7,520
	Chino Basin	18,093	11,766	24,599	22,770	13,646
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	3,000	3,000	3,000	3,000	3,000
	Imported Water from SBCMWD	2,000	1,000	1,000	1,000	1,000
	Imported Water from IEUA	12,000	9,000	9,000	9,000	9,000
Total		56,713	42,396	53,349	51,520	42,396

Source: Kimley-Horn. 2020. Fontana Water, Water Supply Assessment. Table 13. (see Appendix C).

## Conclusions

The Project is estimated to result in an average potable water building demand of 37 AFY and a landscape demand of 10 AFY.

Based on the analysis presented in this report, FWC can meet the water demands for the Project.

- There is adequate water supply for the Project to 2040 and beyond. FWC can meet the Project's needs as well as FWC's existing demands and the demands of the other planned and potential developments within FWC's service area which were listed in this WSA and which will be constructed between now and 2040.
- Critical and multiple dry year reliability analysis demonstrated that FWC will be able to meet FWC's existing demands and the demands of the other planned and potential developments within FWC service area which were listed in this WSA and which will be constructed between now and 2040.
- Pursuant to §10910 of the California Water Code (SB 610) and information provided in this WSA, FWC has determined that sufficient currently available and planned supplies exist to meet the water demands of the proposed Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years.
- Pursuant to the California Government Code Section §66473.7, (SB 221) FWC has determined that it has sufficient and adequate water supply available to serve long-term needs of the Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years.

- 18c) **Less than significant impact.** The Project is located within the service area of the Cucamonga Valley Water District (CVWD) which provides wastewater service to this portion of Rancho Cucamonga. CVWD currently operates and maintains approximately 421 miles of wastewater collection system ranging from 8 to 36 inches in diameter. Wastewater that is generated by CVWD's customers is transported through this collection system and sent to IEUA Wastewater Treatment facilities where it is processed into recycled water.<sup>15</sup> The IEUA currently operates four regional wastewater treatment facilities: Regional Plant (RP-) No. 1, RP-4, RP-5, and Carbon Canyon Wastewater Reclamation Facility. RP-4 is located approximately 0.4 mile southwest of the Project site. IEUA's four RPs have a total combined ultimate design treatment capacity of approximately 128 million gallons per day (MGD).<sup>16</sup> Currently, all four reclamation facilities treat a total combine average daily flow of about 55 MGD.<sup>17</sup>

A system of regional trunk and interceptor sewers owned and operated by IEUA, transport wastewater to the RPs. In order to avoid overloading at any one facility, wastewater can be diverted from one RP to another. IEUA's RP-4, located nearest the Project at the intersection of Etiwanda Avenue and 6th Street in the City of Rancho Cucamonga, treats an average flow of five MGD of wastewater and is operated in conjunction with RP-1 to provide recycled water to users. RP-4 was recently expanded to a capacity of 14 MGD. According to the IEUA's UWMP, RP-1 has a rated, permitted treatment capacity of 44 MGD, and is currently treating an average of 30.4 MGD<sup>18</sup>, or only 69 percent of its capacity.

The Project proposes an approximately 652,083 square foot industrial/warehouse buildings with ancillary office spaces on approximately 35 acres. The Project would produce wastewater at a rate of approximately 53,567 gpd, based on City of Los Angeles' CEQA Thresholds Guide rates (80 gpd/1000 gross square feet for industrial use and 150 gpd/1000 gross square feet for office<sup>19</sup>). This is 0.4 percent of RP-4's recently expanded capacity of 14 MGD. The increase in the daily wastewater generated by this Project would lead to a less than significant impact.

- 18d) **Less than significant impact.** Burrtec Waste is the franchised hauler for Rancho Cucamonga and trash would be taken to the Mid-Valley Sanitary Landfill. The Project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity. According to CalRecycle's Estimated Solid Waste Generation Rates, a warehouse facility is estimated to produce 13.82 pounds of waste per employee per day.<sup>20</sup> The estimated number of employees to operate the industrial/warehouse facility would be approximately 500 people. This equates to approximately 6,910 pounds (3.5 tons) of waste per day from the Project facility.<sup>21</sup>

<sup>15</sup> CVWD. ND. Wastewater. Available at <http://www.cvwddwater.com/384/Wastewater> (accessed May 2020).

<sup>16</sup> IEUA. ND. IEUA Regional Plants Map Tour. <https://ieua-gis.maps.arcgis.com/apps/MapTour/index.html?appid=f0b049ae9f9d4caab5967a131202f13d&webmap=59a54ca6c2d440eeb871f570f5fb50cf> (accessed May 2020).

<sup>17</sup> IEUA. 2016. *Final 2015 Urban Water Management Plan*. <https://18x37n2ovtbb3434n48jhbs1-wpengine.netdna-ssl.com/wp-content/uploads/2016/07/FINAL-IEUA-WFA-2015-UWMP-2016-07-07.pdf> (accessed May 2020).

<sup>18</sup> Ibid.

<sup>19</sup> City of Los Angeles. 2006. Draft L.A. CEQA Thresholds Guide. <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf> (accessed May 2020).

<sup>20</sup> CalRecycle. 2019. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial> (accessed May 2020).

<sup>21</sup> Note: Should the Alternative Site Plan be implemented, the number of employees would double to 1,000 and therefore the associated waste produced would double (13,820 pounds or 6.9 tons).

That is approximately 0.05 percent of the Mid-Valley Sanitary Landfill's maximum daily throughput. The Mid-Valley Sanitary Landfill located in the northern portion of the City of Rialto. This facility handles solid waste from mixed municipal, construction/demolition, industrial, and tires. According to CalRecycle, the landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, and the landfill has a remaining capacity of approximately 61.2 million cubic yards. The landfill has an estimated cease operation date of 4/1/2045.<sup>22</sup> Additionally, the Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. For these reasons, the Project's solid waste disposal needs could be met by the Mid-Valley Sanitary Landfill and the impact would be less than significant.

- 18e) **No impact.** The Project would comply with applicable local, state and federal regulations regarding solid waste, including those of the City of Rancho Cucamonga. Rancho Cucamonga MC Section 8.17 provides policies and regulation regarding solid waste handling by both customers and collectors. In coordination with Burrtec Waste Management the Project would comply with the City's various programs to increase recycling efforts (See Table PF-5: Recycling Programs for a list of programs located in the Rancho Cucamonga GP<sup>23</sup>). In addition, the City implements AB 939 source reduction and recycling measures to reduce solid waste generation and has been found to be compliant with AB 939.

<sup>22</sup> CalRecycle. 2019. *Mid-Valley Sanitary Landfill*. <https://www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail> (accessed May 2020).

<sup>23</sup> City of Rancho Cucamonga. (2010). *Rancho Cucamonga General Plan, Chapter 7: Public Facilities and Infrastructure*. Page PF-23. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf) (accessed May 2020).

## WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>19. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- 19a) **No impact.** According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is not located in or near a State Responsibility Area (SRA); the nearest SRA to the development site is located approximately 4 miles to north. The Project site is located in a Local Responsibility Area. In addition, the Project site does not contain lands classified as a very high fire hazard severity zone (VHFHSZ).<sup>24</sup> The closest VHFHSZs are located approximately four miles to the north and south of the Project site. Review of Exhibit 4.8-2: Fire Hazard Severity Zones of the City's 2010 General Plan EIR further supports the finding that the Project site is not located in or near an SRA and the Project site is not within a VHFHSZ.<sup>25</sup> No impact would occur in this regard.
- 19b) **No impact.** Refer to Impact 19a), above. The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. The Project would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. No impact would occur in this regard.

<sup>24</sup> CAL FIRE. 2020. CAL FIRE Fire and Resource Assessment Program, FHSZ Viewer. Available at <https://egis.fire.ca.gov/FHSZ/> (accessed May 2020).

<sup>25</sup> Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.8-2. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf) (accessed May 2020).



- 19c) **No impact.** Refer to Impact 19a), above. The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The proposed Project would include construction of two warehouse buildings with parking and landscaping. Construction and operation of the proposed Project would not increase the risk of fire. No impact would occur in this regard.
- 19d) **No impact.** Refer to Impact 19a), above. The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur in this regard.

## MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>20. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:</b>				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

**Discussion:** Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

Technical studies are currently underway and being prepared to analyze the project-related impacts and associated resources will be analyzed in the EIR.

## INITIAL STUDY COMMENTS

### GENERAL COMMENTS:

**Special Studies:** The following project-specific studies have been completed for the proposal and will be considered as part of the record of decision for the proposed project. These studies are available for review through the Rancho Cucamonga Planning Department.

1. *Preliminary Drainage Study*, Albert A. Webb Associates, April 2020.
2. *Water Quality Management Plan*, Albert A. Webb Associates, April 2020.
3. *Water Supply Assessment*, Kimley Horn, August 2020

**Conclusion/Summary:** Based on analysis conducted in this initial study, it was found that the Project would result in no impact or no significant impact on the following resources: Aesthetics, Agriculture and Forestry Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services and Recreation, Utilities and Service Systems, and Wildfire. Analysis of the remaining resources will be conducted in an Environmental Impact Report.

## SOURCES OF DOCUMENTATION FOR INITIAL STUDY CHECKLIST

All headings of this source document correspond to the headings of the initial study checklist. Most resource materials are on file in the office of the Rancho Cucamonga Planning Department.

### GENERAL PLAN AND ZONING

1. Rancho Cucamonga General Plan Figure LU-2: Land Use Plan.
2. Rancho Cucamonga Zoning Map.

### ENVIRONMENTAL IMPACTS

#### 1. AESTHETICS

Caltrans. ND. *Officially Designated County Scenic Highways*. Available at <https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf>.

Caltrans. 2017. *California Scenic Highways*. Available at <https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a>.

Caltrans. 2019. *List of eligible and officially designated State Scenic Highways*. Available at [https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019_a11y.xlsx).

Rancho Cucamonga. ND. *Section 17.36.040 Development standards for industrial districts*. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17\\_36-17\\_36\\_040&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_36-17_36_040&frames=on).

Rancho Cucamonga. ND. *Section 17.58.050 General lighting requirements*. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iv-17\\_58-17\\_58\\_050&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iv-17_58-17_58_050&frames=on).

Rancho Cucamonga. 2010. *Rancho Cucamonga General Plan*. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf).

#### 2. AGRICULTURE AND FORESTRY RESOURCES

California Department of Conservation. 2016. *California Important Farmland Finder*. Available at <https://maps.conservation.ca.gov/DLRP/CIFF/>.

Rancho Cucamonga. ND. *Title 17 Development Code, Section 17.30.030 Allowed land uses and permit requirements*. Available at [http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17\\_30-17\\_30\\_030&frames=on](http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_30-17_30_030&frames=on).

Rancho Cucamonga. 2010. *Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report*. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf).

#### 11. LAND USE AND PLANNING

None

## 12. MINERAL RESOURCES

California Department of Conservation. 1995. Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (West). Available at [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_94-08/OFR\\_94-08\\_West.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-08/OFR_94-08_West.pdf).

DOC. 2016. Mines Online. <https://maps.conservation.ca.gov/mol/index.html>.

Historic Aerials. 2020. <https://www.historicaerials.com/viewer>.

## 14. POPULATION AND HOUSING

U.S. Bureau of Labor and Statistics. 2020. *Economy at a Glance: Riverside-San Bernardino-Ontario, CA*. [https://www.bls.gov/eag/eag.ca\\_riverside\\_msa.htm](https://www.bls.gov/eag/eag.ca_riverside_msa.htm).

## 15. PUBLIC SERVICES AND RECREATION

Google Maps. 2020. Available at <https://www.google.com/maps/>.

SBCSD. 2020. *Rancho Cucamonga Patrol Station*. Available at <http://wp.sbcounty.gov/sheriff/patrol-stations/rancho-cucamonga/>.

## 18. UTILITIES AND SERVICE SYSTEMS

Albert A. Webb Associates. 2020. *Preliminary Drainage Study*. Riverside, CA.

Albert A. Webb Associates. 2020. *Water Quality Management Plan*. Riverside, CA.

CalRecycle. 2019. *Estimated Solid Waste Generation Rates*. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial>.

CalRecycle. 2019. *Mid-Valley Sanitary Landfill*. <https://www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail>.

City of Los Angeles. 2006. *Draft L.A. CEQA Thresholds Guide*. <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>.

City of Rancho Cucamonga. 2010. *Rancho Cucamonga General Plan, Chapter 7: Public Facilities and Infrastructure*. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABnegBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABnegBoO_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf).

IEUA. ND. *IEUA Regional Plants Map Tour*. <https://ieua-gis.maps.arcgis.com/apps/MapTour/index.html?appid=f0b049ae9f9d4caab5967a131202f13d&webmap=59a54ca6c2d440eeb871f570f5fb50cf>.

IEUA. 2016. *Final 2015 Urban Water Management Plan*. <https://18x37n2ovtbb3434n48jhbs1-wpengine.netdna-ssl.com/wp-content/uploads/2016/07/FINAL-IEUA-WFA-2015-UWMP-2016-07-07.pdf>.

Kimley Horn. 2020. *Water Supply Assessment*. Los Angeles, Ca.

San Gabriel Valley Water Company Fontana Water Company Division. 2017. *2015 Urban Water Management Plan*. [https://www.fontanawater.com/wp-content/uploads/2018/10/San-Gabriel-Fontana\\_Amended-Final-December-2017-1.pdf](https://www.fontanawater.com/wp-content/uploads/2018/10/San-Gabriel-Fontana_Amended-Final-December-2017-1.pdf) (accessed June 2020).

## **19. WILDFIRE**

CAL FIRE. 2020. CAL FIRE Fire and Resource Assessment Program, FHSZ Viewer. Available at <https://egis.fire.ca.gov/FHSZ/>.

Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.8-2. Available at [https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO\\_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf](https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf).

**From:** [McPherson, Sean](#)  
**To:** [Burnett, Candyce](#)  
**Subject:** FW: Speedway Commerce Center  
**Date:** Thursday, September 17, 2020 10:28:01 AM

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Hi Candyce,

FYI, see below.

Thanks,

Sean

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**From:** MATHEW, JACOB K@DOT <Jacob.MATHEW@dot.ca.gov>  
**Sent:** Thursday, September 17, 2020 8:39 AM  
**To:** McPherson, Sean <Sean.McPherson@cityofrc.us>  
**Cc:** Clark, Rosa F@DOT <rosa.f.clark@dot.ca.gov>  
**Subject:** Speedway Commerce Center

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

Good morning,

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Speedway Commerce Center, located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek channel. The project proposes to construct two warehouse buildings to include approximately 20,000 sf of office space and 632,034 sf of warehouse space for a total of 650,960 sf on a 35-acre site (APNs 0229-291-54 and 0229-291-46).

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when a proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Rancho Cucamonga, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

In the preceding DEIR, we recommend a Traffic Impact Analysis (TIA) be prepared to accurately evaluate the extent of potential impacts of the project to the operational characteristics of the existing State facilities by the project area. Additionally, we recommend the TIA be submitted prior to the



circulation of the DEIR to ensure timely review of the submitted materials.

Please submit all TIA documents for our review when it's available. The data used in the TIA should not be more than 2 years old, and shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual 6 methodology for all traffic analyses.

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If you have any questions regarding this email, please contact me.

Thanks,  
Jacob Mathew  
D-8, Planning



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

**GAVIN NEWSOM, Governor**  
**CHARLTON H. BONHAM, Director**



September 29, 2020  
*Sent via email*

Sean McPherson  
Senior Planner  
City of Rancho Cucamonga  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91701

Subject: Notice of Preparation of a Draft Environmental Impact Report  
Speedway Commerce Center Project  
State Clearinghouse No. 2020090076

Dear Mr. McPherson:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Rancho Cucamonga for the Speedway Commerce Center Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.<sup>1</sup>

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

## **CDFW ROLE**

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

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<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

## **PROJECT DESCRIPTION SUMMARY**

The Project proposes development of two warehouses totaling 632,034 square feet (sf) and office space totaling 20,000 sf and associated parking and landscaping on 35 acres and includes a site configuration. The Project is largely located within the city limits of Rancho Cucamonga and outside of the City of Rancho Cucamonga's city limits within the Unincorporated County of San Bernardino County; located directly south of the Burlington Northern Santa Fe Railway, directly west of San Sevaire Channel, north of Napa Street, and east of the East Etiwanda Creek channel.

## **COMMENTS AND RECOMMENDATIONS**

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

CDFW recommends that the forthcoming DEIR address the following:

### **Assessment of Biological Resources**

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association based mapping and assessment be completed

following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

#### Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

CDFW recommends that the City of Rancho Cucamonga follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website:

<https://www.wildlife.ca.gov/conservation/survey-protocols>. The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <https://www.wildlife.ca.gov/Conservation/Plants>).
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).
6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

### **Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources**

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic

and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

Please note that the Project area supports significant biological resources and contains habitat connections, providing for wildlife movement across the broader landscape, sustaining both transitory and permanent wildlife populations. Riparian habitat borders the project site along its eastern and western property lines. CDFW encourages project design that avoids and preserves onsite features that contribute to habitat connectivity. The DEIR should include a discussion of both direct and indirect impacts to wildlife movement and connectivity, including maintenance of wildlife corridor/movement areas to adjacent undisturbed habitats.

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

## **Alternatives Analysis**

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would “feasibly attain most of the basic objectives of the Project,” and would avoid or substantially lessen any of the Project’s significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a “no project” alternative (CEQA Guidelines § 15126.6[e]).

## **Mitigation Measures for Project Impacts to Biological Resources**

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City of Rancho Cucamonga should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSCs that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: burrowing owl, coast horned lizard, California legless lizard, California glossy snake, western yellow bat, San Diego black-tailed jackrabbit, Los Angeles pocket mouse.
4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where

habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.



CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related

activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

### **California Endangered Species Act**

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

Based on review of CNDDDB, and/or knowledge of the project site/vicinity/general area, CDFW is aware that the following CESA-listed species have the potential to occur onsite/have previously been reported onsite: San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Crotch bumble bee (*Bombus crotchii*).

### **Lake and Streambed Alteration Program**

Based on review of material submitted with the NOP and review of aerial photography at least two drainage features border the site. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any

river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

## **ENVIRONMENTAL DATA**

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDB at the following email address: [CNDDB@wildlife.ca.gov](mailto:CNDDB@wildlife.ca.gov). The types of information reported to CNDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals>.

## **FILING FEES**

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

Sean McPherson, Senior Planner  
City of Rancho Cucamonga  
September 29, 2020  
Page 11 of 11

## CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Speedway Commerce Center Project (SCH No. 2020090076) and recommends that the City of Rancho Cucamonga address the CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Cindy Castaneda, Environmental Scientist, Specialist, at (909) 987-7449 or at [Cindy.Castaneda@wildlife.ca.gov](mailto:Cindy.Castaneda@wildlife.ca.gov).

Sincerely,

DocuSigned by:  
  
8091B1A9242F49C...

Scott Wilson  
Environmental Program Manager

ec: HCPB CEQA Program Coordinator  
Habitat Conservation Planning Branch

Office of Planning and Research, State Clearinghouse, Sacramento  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

## REFERENCES

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2<sup>nd</sup> ed. California Native Plant Society Press, Sacramento, California.  
<http://vegetation.cnps.org/>

**John Bosler**  
Secretary/General Manager/CEO

October 2, 2020

Sean McPherson, Senior Planner  
City of Rancho Cucamonga, Planning Department  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730

Re: Written Comments for Notice of Preparation of a Draft EIR - Speedway Commerce Center

Dear Mr. McPherson:

Thank you for providing Cucamonga Valley Water District (District) the opportunity to review and comment on the Initial Study (Study) dated August 2020, for the Speedway Commerce Center (Project).

This Project proposes the development of two warehouse buildings on a combined 35.38-acre site with parking and landscape improvements. The District is a commenting agency for this project and upon review, we have the following comments.

In the draft Study, under Utilities and Service Systems item 18 c) on page 45, describes that "The Project is located within the service area of Cucamonga Valley Water District (CVWD) which provides wastewater service to this portion of Rancho Cucamonga". It needs to be noted that both the parcels which development is comprised of (APN 0229-291-54 and APN 0229-291-46) are not located within the District's service area. APN 0229-291-54 is located within the City of Rancho Cucamonga and hence within District's sphere of influence whereas, APN 0229-291-46 is located in the unincorporated area of San Bernardino County. However, these parcels are located within the service area of the Inland Empire Utilities Agency (IEUA). IEUA has regional wastewater conveyance facilities in the proximity of the Project. IEUA treats regions wastewater and the City of Fontana and the District are contracting agencies to IEUA. The District and IEUA are currently in discussions with the consulting firm representing the Project, to determine how to provide wastewater services to the project. Considering the amount of wastewater flow indicated in the Study, a connection to the IEUA's regional wastewater system is recommended, which will be further determined based on the available capacity of the wastewater facilities.

If you have any questions or need to contact us, please do not hesitate to contact me at (909) 987-2591 or e-mail at [GidtiL@cvwdwater.com](mailto:GidtiL@cvwdwater.com)

Sincerely,



Gidti Ludesirishoti, PE  
Cucamonga Valley Water District

Copy to:

Eduardo Espinoza, CVWD  
Praseetha Krishnan, CVWD  
Russel Silva, CVWD

Kenneth Tam, IEUA

**From:** [Gayou, Nadell@DWR](mailto:Gayou.Nadell@DWR)  
**To:** [Christine Asiata](#)  
**Cc:** [McPherson, Sean](#); [Yokota, Tamee@DWR](mailto:Yokota.Tamee@DWR)  
**Subject:** 2020090076 - Speedway Commerce Center  
**Date:** Friday, September 4, 2020 10:22:01 AM  
**Attachments:** [2020090076\\_NOP.PNG](#)  
[2020090076 - Speedway Commerce Center.pdf](#)

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

Christine, I believe the coordinates posted on CEQAnet for this project point to an area about 23 miles West of the actual project.

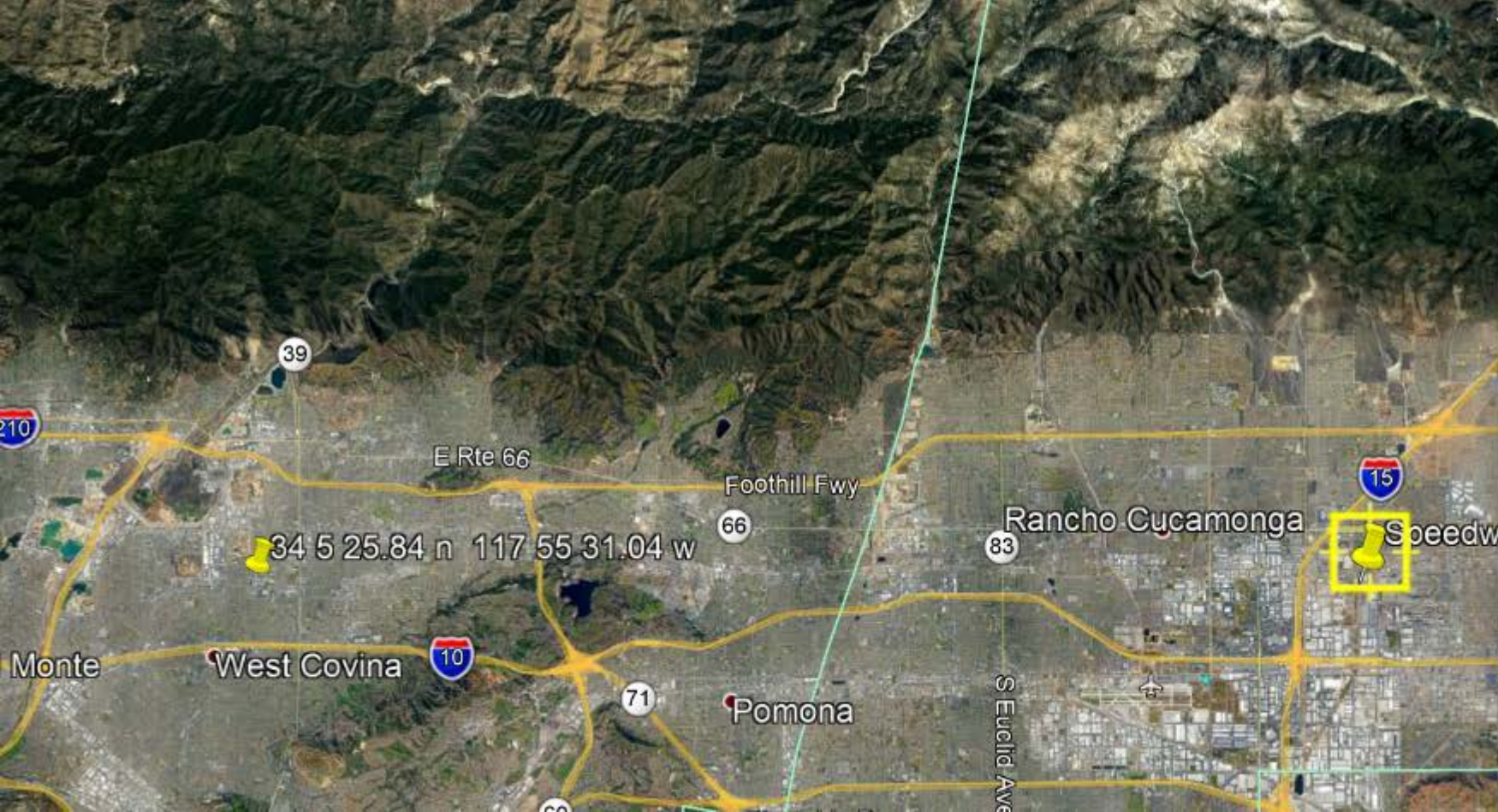
I have attached a screenshot showing the approximate area of the project (labeled Speedway Commerce Center) with a dialog box next to that label giving coordinates that fall within the project area (on the Westernmost edge of the project). While the lead may prefer to use coordinates that are closer to the centroid of the project, these were just used to show the approximate western limit of the project as a comparison to the area indicated by the coordinates given on CEQAnet 23 miles west (labeled with the coordinates given in CEQAnet of 34 5 25.84 N and 117 55 31.04 W) This screenshot is from Google Earth Pro.

I have also attached a pdf file showing what is entered on the CEQAnet summary page for this project.


Since I have cc'd the lead contact you can wait for a decision from Mr. McPherson on what kind of changes to make to the coordinates.

Nadell Gayou





Google Earth - Edit Placemark ✕

Name:  

Latitude:

Longitude:

Description    Style, Color    View    Altitude

# Speedway Commerce Center

## Summary

<b>SCH Number</b>	2020090076
<b>Lead Agency</b>	Rancho Cucamonga, City of ( <i>City of Rancho Cucamonga</i> )
<b>Document Title</b>	Speedway Commerce Center
<b>Document Type</b>	NOP - Notice of Preparation
<b>Received</b>	9/3/2020
<b>Project Applicant</b>	Candyce Burnett, Kimley-Horn and Associates
<b>Present Land Use</b>	Heavy Industrial/Heavy Industrial and Flood Control/Utility Corridor, and "Floating Park," (City); General Industrial (1-G), RDA/Regional Industrial (County)

**Document Description** Hillwood Investment Properties is proposing to develop a site configuration that would include the construction of two warehouse buildings to include approximately 20,000 sf of office space and 632,034 sf of warehouse space for a total of 650,960 sf. The proposed Speedway Commerce Center (proposed Project) is comprised of two warehouse buildings with ancillary office space and associated parking and landscaping on approximately 35 acres. The proposed Project includes the two APNs 0229-291-54 and 0229-291-46.

The two proposed warehouse buildings would comprise approximately 42 percent of the total proposed Project site area and include approximately 650,960 sf of building area. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. Building A has a typical height of 46 feet and Building B has a typical height of 38 feet, with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. A diagram of the proposed Project site and the included improvements are shown in Figure 4 (uploaded as a separate attachment): Primary Site Plan provides a summary of the two proposed buildings included in the proposed Project.

### Access and Parking

Vehicular access to the proposed Project would consist of 3 project driveways along Napa Street and a new public street east of Building B and west of the rail spur line. The new public street would terminate at the north end of the property in a cul-de-sac and would include a driveway entrance to the project site for Building B from the end of the cul-de-sac. All entrances to the site would be per the City Engineering standards. Existing street improvements would be improved and/or redesigned as required to meet the City Standards along Napa Street at the Project frontage. The majority of the street improvements have been installed but to the current County



of San Bernardino standards including curbs, gutters, sidewalks, streetlights, traffic signal equipment and signing and striping as required. The City of Rancho Cucamonga may require additional improvements with the annexation of a portion of Napa Street. Napa Street is currently within the County of San Bernardino. The proposed Project would meet the parking requirements for both proposed buildings. The new public street will be constructed to meet the City Standards. The proposed Project would also include the creation of 381 parking stalls surrounding the two proposed buildings. Of the 381 parking stalls, 330 provide parking for standard vehicles, 13 provide parking for handicap accessibility, 38 provide parking for clean air vehicles, and 107 have been designed as trailer stalls. The proposed Project would provide 102 more standard vehicle stalls, and 5 more trailer stalls than is required for a project of this size and intensity. The Project will provide a total of 28 bicycle spaces 8 short term spaces and 20 long term spaces indoors as required by the Development Code.

#### Landscaping

Proposed onsite landscaping would cover approximately 8.4 percent or 97,025 sf of the site for Building A and approximately 10.2 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

A Metropolitan Water District (MWD) water line and easement traverses the property generally parallel to the front property line of the Project site along Napa Street. The distance varies from approximately 18 ft to 175 ft from the face of curb along Napa Street due to the curvilinear nature of the street. The parking area has been designed to be generally in this area as landscaping will be limited within the easement area due to MWD's requirements to limit the type and quantities of landscaping materials permitted over any infrastructure within the easement area. This requirement will reduce the permitted landscaping materials allowed to enhance the front elevation of the buildings. Additional plantings will be enhanced where appropriate to replace the lack of landscaping in the easement area.

#### Construction

The site is generally vacant, with a rail spur line that traverses the site, and therefore construction would not include the demolition of any structures. Construction of the proposed Project is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022.

#### Alternative Site Plan

The Project Applicant is pursuing the proposed building on a speculative basis and the future occupant(s) of the Project are unknown at this time. The Project applicant expects that the proposed light industrial building would be occupied by either a warehouse distribution/logistics operator(s) or a fulfillment center use. In the event that the building is occupied by a fulfillment center use, the truck court/loading area on the west side of Building A and site for Building B would be used for up to 1,249 automobile parking spaces in lieu of 33 loading docks and 48 truck trailer parking spaces on the west side of Building A and the entirety of Building B and its associated parking, as described above and shown on Figure 4: Primary Site Plan. The Alternative Site Plan is provided as Figure 5 (uploaded as a separate attachment): Alternative Site Plan. Regard-

less of the occupant(s), the buildings are expected to operate 24 hours a day, seven days a week. Table 2: Building Summary provides a summary of the single proposed building included in the proposed Alternative Site Plan.

Access and Parking

Vehicular access to the proposed Project would be unchanged from the previously described conditions above and would consist of the same three project driveways along Napa Street and the new public street. The proposed alternate Project would exceed all required parking requirements per the City standards.

Landscaping

Proposed on-site landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City’s Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

Annexation/Pre-zone

The Project will include the annexation proposal for a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the boundary of the County of San Bernardino and the City of Fontana Sphere of Influence (SOI) and of parcel 0229-291-46 located entirely within the County of San Bernardino and the City of Fontana SOI. Additionally, the Project include the pre-zone application to zone the subject parcels to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning designation of the parcels located to the north within the City of Rancho Cucamonga limits. The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

Contact Information	Sean McPherson City of Rancho Cucamonga 10500 Civic Center Drive Rancho Cucamonga, CA 91701 Phone : (909) 774-4307 sean.mcpherson@cityofrc.us
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Location

Coordinates	34°5'25.84"N 117°55'31.04"W
Counties	San Bernardino
Regions	Southern California
Cross Streets	Etiwanda Avenue and Napa Street
Zip	91701

<b>Total Acres</b>	35.73 acres
<b>Parcel #</b>	0229-291-54 and 0229-291-46
<b>Railways</b>	BNSF, Metrolink
<b>Schools</b>	5 elementary, 2 K-8
<b>Waterways</b>	Etiwanda Creek Channel, San Sevaine Channel
<b>Other Location Info</b>	<p>The Project site is located partially in the City of Rancho Cucamonga (City) and within San Bernardino County. The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek channel (see Figure 1: Local Vicinity Map). The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is largely located within the City of Rancho Cucamonga city limits with the southwestern corner of the parcel along Napa Street outside the City limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the Unincorporated County of San Bernardino and within the City of Fontana Sphere of Influence (SOI). The Project is located approximately 1.3 miles east of Interstate 15 (I-15) and approximately 1.5 miles north of Interstate 10 (I-10) (see Figure 2: Regional Location Map). Additionally, the Project will include a Pre-zone application and annexation proposal for the portion of the parcel (Parcel 0229-291-54) that is located outside the City of Rancho Cucamonga limits and for the parcel located within the County of San Bernardino (Parcel 0229-291-46). Consistent with LAFCO policies, the annexation will also include the proposed pre-zone and annexation of the portion of Parcel 0229-291-22, the adjacent property to the west, that is located outside of the city limit (not a part of the development project), to create a logical boundary into the City of Rancho Cucamonga from the centerline of Napa Street, east of Etiwanda Avenue and west of the San Sevaine Channel (see Figure 3: Annexation Map). The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.</p>

## Notice of Completion

<b>Review Period Start</b>	9/3/2020
<b>Review Period End</b>	10/2/2020
<b>Development Type</b>	Industrial (500,000-650,000 Sq. Ft.)
<b>Local Action</b>	General Plan Amendment Prezone Subdivision Annexation Design Review Other Action
<b>Reviewing Agencies</b>	California Air Resources Board California Department of Conservation California Department of Fish and Wildlife, Inland Deserts Region 6 California Department of Parks and Recreation California Department of Transportation, District 8 California Department of Water Resources California Highway Patrol California Native American Heritage Commission California Natural Resources Agency California Public Utilities Commission California Regional Water Quality Control Board, Santa Ana Region 8 Department of Toxic Substances Control Office of Historic Preservation State Water Resources Control Board, Division of Drinking Water State Water Resources Control Board, Division of Water Rights

## Attachments

### Environmental Document

Notice of Preparation - Speedway Commerce Center **PDF** **340 K**

Speedway Commerce Center Attachments\_Figures **PDF** **3283 K**

### NOC

NOC Signed (rev) **PDF** **170 K**

**Disclaimer:** The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov) or via phone at (916) 445-0613. For more information, please visit [OPR's Accessibility Site](#).



## INLAND EMPIRE BIKING ALLIANCE

5 October 2020

Sean McPherson, Senior  
Planner  
Planning Department  
City of Rancho Cucamonga  
10500 Civic Center Dr.  
Rancho Cucamonga, CA 91730

Dear Sean,

I am writing on behalf of the Inland Empire Biking Alliance, a nonprofit dedicated to making sure that everyone from all rolls of life has a safe place to ride and expanding those opportunities in the Inland Empire. This is a response to the Notice of Preparation for the Speedway Commerce Center project ("Project") which is proposed there in Rancho Cucamonga. After reviewing the documents provided with the Notice, I have the following comments and topics to be considered as part of the study of the Environmental Impact Report.

The most pressing issue to study is how the Project would impact the planned development of the San Sevaine Trail ("Trail"). Though this location is identified as being part of Phase III in the City of Fontana's *San Sevaine Trail Connectivity* report, the segment of the Trail which fronts the Project should be constructed by the developer to the required standards at the time of Project construction. The crossing of Napa St. should also be included in that as necessary.

However, more importantly, the plans for the Trail envision it crossing the existing BNSF/SCRRRA (Metrolink) tracks via a grade-separated underpass. Given that the Trail is planned for the west side of the San Sevaine channel, the Project could potentially come into conflict with the plans for the underpass (or overpass if that is chosen later). Therefore, it is of the utmost importance for the EIR to include study of how the Project would impact those plans and if necessary, provide the mitigation measures which would ensure that the Project does not inadvertently or otherwise preclude the ability to construct the Trail crossing at a later date.

Additionally, the EIR should study the potential to use the Trail and biking in general, including e-bikes and bike sharing programs, as part of the mitigation measures or strategies to reduce car usage at and to the Project to comply with VMT guidelines.

Thank you for your time and attention to these details. If there are any further questions or concerns, please feel free to reach out to have them clarified.

Sincerely,

Marven E. Norman, Executive Director



6075 Kimball Avenue • Chino, CA 91708  
P.O. Box 9020 • Chino Hills, CA 91709  
TEL (909) 993-1600 • FAX (909) 993-1985  
[www.ieua.org](http://www.ieua.org)

October 2, 2020

Mr. Sean McPherson, Senior Planner  
**City of Rancho Cucamonga**  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91729

Subject: Written Comments for Speedway Commerce Center Notice of Preparation of a Draft EIR

Dear Mr. McPherson,

Inland Empire Utilities Agency (IEUA) is in receipt of the Notice of Preparation of a Draft Environmental Impact Report dated September 3, 2020 and has reviewed the Initial Study (Study) dated August 2020 for the Speedway Commerce Center. IEUA is a stakeholder of the project as the Agency currently operates five Regional Water Recycling Facilities: Regional Plant No. 1, Regional Plant No. 2, Regional Plant No. 4, Carbon Canyon Water Recycling Facility, and Regional Plant No. 5 that provides water recycling services to our seven wastewater contracting agencies, which includes Cucamonga Valley Water District (CVWD).

In IEUA's review of the Study, there are inaccurate statements made in Section 18(c) on Page 45 related to potential wastewater service serving the project. The Study notes that the area tributary to the project is within CVWD's service area. In discussion with CVWD staff, it has been confirmed that both parcels (APN 022929154 and APN 022929146) are not within CVWD's service area. APN 022929154 is located in the City of Rancho Cucamonga's (City) service area and APN 022929146 is located in Unincorporated San Bernardino County. Currently, neither the City or San Bernardino County are contracting agencies with IEUA and both agencies do not provide sewer collection services in that area.

It should be noted that IEUA and CVWD have recently engaged in conversations with Albert A. Webb Associates, a consulting firm representing the Speedway Commerce Center project, on resolving the wastewater services for the project. These recent conversations have included considerations for installing a septic system or potential connection to IEUA's regional wastewater system. If the City has any questions regarding IEUA's comments above, please feel free to contact me at (909) 993-1917.

Sincerely,

Ken Tam, P.E.  
Sr. Engineer  
Planning & Environmental Resources Department

Copy: Sylvie Lee, IEUA  
Pietro Cambiaso, IEUA  
Praseetha Krishnan, CVWD  
Gidti Ludesirishoti, CVWD

Craig Proctor, IEUA  
Elizabeth Hurst, IEUA

*Water Smart – Thinking in Terms of Tomorrow*

**Kati Parker**  
President

**Jasmin A. Hall**  
Vice President

**Steven J. Elie**  
Secretary/Treasurer

**Michael E. Camacho**  
Director

**Paul Hofer**  
Director

**Shivaji Deshmukh**  
General Manager



## NATIVE AMERICAN HERITAGE COMMISSION

September 8, 2020

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

**Re: 2020090076, Speedway Commerce Center Project, San Bernardino County**

Dear Mr. McPherson:

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

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

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

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

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## AB 52

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

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

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

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

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

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

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

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

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

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

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

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

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



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

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

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

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

## NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

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

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Cultural Resources Analyst

cc: State Clearinghouse





## Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

**Luther Snoke**  
Interim Director

**Brendon Biggs, M.S., P.E.**  
Assistant Director

September 28, 2020

**Transmitted Via Email**  
File: 10(ENV)-4.01

Sean McPherson, Senior Planner  
Planning Department City of Rancho Cucamonga  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730  
Phone: (909) 477-2750, Ext. 4307  
Email: Sean.McPherson@cityofrc.us

**RE: CEQA – NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT STUDY FOR THE SPEEDWAY COMMERCE CENTER PROJECT**

Dear Mr. McPherson:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on September 3, 2020** and pursuant to our review, we have the following comments:

**Flood Control Planning/Water Resources Division (Michael Fam, Chief, 909-387-8120):**

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the City of Fontana Master Plan of Drainage, dated June 1992. It is to be used as a guideline for drainage in the area and is available in the City of Fontana's offices. Any revision to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs (e.g. City or County).
2. Portions of the Project are adjacent to the San Bernardino County Flood Control District (SBCFCD) right-of-way and facility {1-801-IG San Sevaine Channel}. Any encroachments on the District's right-of-way or facilities, including but not limited to access, fencing and grading, utility crossings, landscaping, new and/or alteration to drainage connections will require a permit from the SBCFCD prior to start of construction.

The Project is part of the Comprehensive Storm Drain Plan (CSDP) #2

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3. Section A - Project Overview - Annexation/Pre-zone, Page 4: The Project discusses the proposed annexation of Assessor Parcel Numbers (APN): 0229-291-54 and 0229-291-22 within the Project area (City of Rancho Cucamonga), and also of 0229-291-46 (located entirely within the County of San Bernardino). However, APN# 0229-291-23 also lies within the County of San Bernardino (outside the project area), is not mentioned in the Draft EIR, but actually outlined within the annexation proposal {Figure 3: Annexation Map}.
4. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panel 06071C8634J, dated September 26, 2014, the Project lies within Zone X-unshaded.

**Traffic Division (Marc Mitri, Engineering Technician III, 909-387-7977):**

It appears that the proposed Project driveways access to and from Napa Street which is part of the County Maintained Road System (CMRS). The Traffic Division would require a Traffic Study to adequately assess potential impacts to the CMRS.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

*Michael Perry*

**MICHAEL R. PERRY**  
Supervising Planner  
Environmental Management

MP:AG:nl



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October 14, 2020

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### **RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Speedway Commerce Center [SCAG NO. IGR10267]**

Dear Mr. McPherson,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Speedway Commerce Center ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.<sup>1</sup>

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Speedway Commerce Center in San Bernardino County. The proposed project includes the construction of two warehouse buildings totaling 650,960 square feet (sf) on a 35-acre project site. The project will also include 20,000 sf of office space, 381 parking spaces and 28 bicycle spaces.

**When available, please email environmental documentation to [IGR@scag.ca.gov](mailto:IGR@scag.ca.gov) providing, at a minimum, the full public comment period for review.**

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or [IGR@scag.ca.gov](mailto:IGR@scag.ca.gov). Thank you.

Sincerely,

Ping Chang  
Manager, Compliance and Performance Monitoring

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<sup>1</sup> Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
SPEEDWAY COMMERCE CENTER [SCAG NO. IGR10267]**

**CONSISTENCY WITH CONNECT SOCIAL**

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

**CONNECT SOCIAL GOALS**

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>). The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCIAL GOALS	
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>
Goal #3:	<i>Enhance the preservation, security, and resilience of the regional transportation system</i>
Goal #4:	<i>Increase person and goods movement and travel choices within the transportation system</i>
Goal #5:	<i>Reduce greenhouse gas emissions and improve air quality</i>
Goal #6:	<i>Support healthy and equitable communities</i>
Goal #7:	<i>Adapt to a changing climate and support an integrated regional development pattern and transportation network</i>
Goal #8:	<i>Leverage new transportation technologies and data-driven solutions that result in more efficient travel</i>
Goal #9:	<i>Encourage development of diverse housing types in areas that are supported by multiple transportation options</i>
Goal #10:	<i>Promote conservation of natural and agricultural lands and restoration of habitats</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:



SCAG CONNECT SOCIAL GOALS		
Goal		Analysis
Goal #1:	<i>Encourage regional economic prosperity and global competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
Goal #2:	<i>Improve mobility, accessibility, reliability and travel safety for people and goods</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.		etc.

### Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. To view Connect SoCal and the accompanying technical reports, please visit: <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

### DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report: [https://www.connectsocial.org/Documents/Adopted/fConnectSoCal\\_Demographics-And-Growth-Forecast.pdf](https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf). The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Rancho Cucamonga Forecasts			
	Year 2020	Year 2030	Year 2035	Year 2040	Year 2020	Year 2030	Year 2035	Year 2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	179,028	186,120	191,165	201,255
Households	6,333,458	6,902,821	7,170,110	7,633,451	58,096	61,426	63,091	66,421
Employment	8,695,427	9,303,627	9,566,384	10,048,822	90,634	96,434	99,334	105,135

## **MITIGATION MEASURES**

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see: <https://www.connectsocial.org/Pages/Final-2020-PEIR.aspx>; and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.



**City of Rancho Cucamonga**  
**Notice of Preparation of a Draft EIR**  
**And Notice of Public Scoping Meeting**

**Date:** September 3, 2020

**To:** Office of Planning and Research, Responsible and Trustee Agents/Interested Organizations and Individuals

**Subject:** **Notice of Preparation of a Draft Environmental Report and Notice of a Public Scoping Meeting**  
**Speedway Commerce Center**

**Lead Agency:**

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

**Consulting Firm**

Kimley-Horn and Associates, Inc.  
 3880 Lemon Street, Suite 420  
 Riverside, CA 92501  
 Contact: Candyce Burnett

This NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

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

Please send your response to Sean McPherson, at the City of Rancho Cucamonga address shown above. Please include the name, phone number, email, and address of a contact person in your response.

**Project Title:** Speedway Commerce Center

**Location:** The Project site is located partially in the City of Rancho Cucamonga (City) and within San Bernardino County. The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek channel (see **Figure 1: Local Vicinity Map**). The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is largely located within the City of Rancho Cucamonga city limits with the southwestern corner of the parcel along Napa Street outside the City limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the Unincorporated County of San Bernardino and within the City of Fontana Sphere of Influence (SOI). The Project is located approximately 1.3 miles east of Interstate 15 (I-15) and approximately 1.5 miles north of Interstate 10 (I-10) (see **Figure 2: Regional Location Map**).

Additionally, the Project will include a Pre-zone application and annexation proposal for the portion of the parcel (Parcel 0229-291-54) that is located outside the City of Rancho Cucamonga limits and for the parcel located within the County of San Bernardino (Parcel 0229-291-46). Consistent with LAFCO policies, the annexation will also include the proposed pre-zone and annexation of the portion of Parcel 0229-291-22, the adjacent property to the west, that is located outside of the city limit (not a part of the development project), to create a logical boundary into the City of Rancho Cucamonga from the centerline of Napa Street, east of Etiwanda Avenue and west of the San Sevaine Channel (see **Figure 3: Annexation Map**). The annexation will be subject



# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

#### A. Project Overview

Hillwood Investment Properties is proposing to develop a site configuration that would include the construction of two warehouse buildings to include approximately 20,000 sf of office space and 632,034 sf of warehouse space for a total of 650,960 sf. The proposed Speedway Commerce Center (proposed Project) is comprised of two warehouse buildings with ancillary office space and associated parking and landscaping on approximately 35 acres. **Figure 4: Primary Site Plan.** The proposed Project includes the two APNs 0229-291-54 and 0229-291-46.

The two proposed warehouse buildings would comprise approximately 42 percent of the total proposed Project site area and include approximately 650,960 sf of building area. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. Building A has a typical height of 46 feet and Building B has a typical height of 38 feet, with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. A diagram of the proposed Project site and the included improvements are shown in **Figure 4: Primary Site Plan** provides a summary of the two proposed buildings included in the proposed Project.

**Table 1: Building Summaries**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,694	10,000	500,694	183	283	82	87
Building B	140,266	10,000	150,266	96	98	20	20
<b>TOTAL</b>	<b>632,034</b>	<b>20,000</b>	<b>650,960</b>	<b>279</b>	<b>381</b>	<b>102</b>	<b>107</b>

Source: HPA Architecture, 2020

#### Access and Parking

Vehicular access to the proposed Project would consist of 3 project driveways along Napa Street and a new public street east of Building B and west of the rail spur line. The new public street would terminate at the north end of the property in a cul-de-sac and would include a driveway entrance to the project site for Building B from the end of the cul-de-sac. All entrances to the site would be per the City Engineering standards. Existing street improvements would be improved and/or redesigned as required to meet the City Standards along Napa Street at the Project frontage. The majority of the street improvements have been installed but to the current County of San Bernardino standards including curbs, gutters, sidewalks, streetlights, traffic signal equipment and signing and striping as required. The City of Rancho Cucamonga may require additional improvements with the annexation of a portion of Napa Street. Napa Street is currently within the County of San Bernardino. As shown in **Table 1**, the proposed Project would meet the parking requirements for both proposed buildings. The new public street will be constructed to meet the City Standards.

The proposed Project would also include the creation of 381 parking stalls surrounding the two proposed buildings. Of the 381 parking stalls, 330 provide parking for standard vehicles, 13 provide parking for handicap accessibility, 38 provide parking for clean air vehicles, and 107 have been designed as trailer stalls. The proposed Project would provide 102 more standard vehicle stalls, and 5 more trailer stalls than is required for a project of this size and intensity. The Project will provide a total of 28 bicycle spaces 8 short term spaces and 20 long term spaces indoors as required by the Development Code.





# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

#### Landscaping

Proposed onsite landscaping would cover approximately 8.4 percent or 97,025 sf of the site for Building A and approximately 10.2 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

A Metropolitan Water District (MWD) water line and easement traverses the property generally parallel to the front property line of the Project site along Napa Street. The distance varies from approximately 18 ft to 175 ft from the face of curb along Napa Street due to the curvilinear nature of the street. The parking area has been designed to be generally in this area as landscaping will be limited within the easement area due to MWD's requirements to limit the type and quantities of landscaping materials permitted over any infrastructure within the easement area. This requirement will reduce the permitted landscaping materials allowed to enhance the front elevation of the buildings. Additional plantings will be enhanced where appropriate to replace the lack of landscaping in the easement area.

#### Construction

The site is generally vacant, with a rail spur line that traverses the site, and therefore construction would not include the demolition of any structures. Construction of the proposed Project is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022.

#### Alternative Site Plan

The Project Applicant is pursuing the proposed building on a speculative basis and the future occupant(s) of the Project are unknown at this time. The Project applicant expects that the proposed light industrial building would be occupied by either a warehouse distribution/logistics operator(s) or a fulfillment center use. In the event that the building is occupied by a fulfillment center use, the truck court/loading area on the west side of Building A and site for Building B would be used for up to 1,249 automobile parking spaces in lieu of 33 loading docks and 48 truck trailer parking spaces on the west side of Building A and the entirety of Building B and its associated parking, as described above and shown on **Figure 4: Primary Site Plan**. The Alternative Site Plan is provided as **Figure 5: Alternative Site Plan**. Regardless of the occupant(s), the buildings are expected to operate 24 hours a day, seven days a week. **Table 2: Building Summary** provides a summary of the single proposed building included in the proposed Alternative Site Plan.

**Table 2: Building Summary**

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,743	10,000	500,743	183	1,467	49	54

Source: HPA Architecture, 2020



# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

#### Access and Parking

Vehicular access to the proposed Project would be unchanged from the previously described conditions above and would consist of the same three project driveways along Napa Street and the new public street. As shown in **Table 2**, the proposed Project would exceed all required parking requirements per the City standards.

#### Landscaping

Proposed on-site landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code §17.36.040 which specifies landscape design guidelines for industrial districts.

#### Annexation/Pre-zone

The Project will include the annexation proposal for a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the boundary of the County of San Bernardino and the City of Fontana Sphere of Influence (SOI) and of parcel 0229-291-46 located entirely within the County of San Bernardino and the City of Fontana SOI. Additionally, the Project include the pre-zone application to zone the subject parcels to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning designation of the parcels located to the north within the City of Rancho Cucamonga limits. The annexation will be subject to the review and approval by the Local Agency Formation Commission (LAFCO) for San Bernardino County.

### B. Existing Project Setting and Surrounding Land Uses

#### Existing Project Setting

The majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site. The pavement on-site is in poor condition, with moderate cracking throughout. The Project site is surrounded by industrial development to the north, west, east, and south of the site. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel.

Overhead Southern California Edison powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site.

An existing railroad easement and spur line is present along the northern boundary of the Project site extending from the northeast corner of the property to the center of the property and the easement extends southward crossing through the center of the site in the north-south direction.

A 12-foot diameter MWD water supply line is located north of Napa Street, near the southern property line.

#### Surrounding Land Uses

The proposed Project site is surrounded by Heavy Industrial (HI) uses to the north and west. Adjacent properties to the immediate south and east are surrounded by Regional Industrial (IR) uses within the County of San Bernardino and General Industrial (I-G) within the City of Fontana's SOI. The BNSF railway and Metrolink line is directly north of the Project site. The site is bordered to the west by the East Etiwanda Creek.

### C. Requested Project Approvals

Project entitlements will include the following applications:

- **General Plan Amendment (DRC 2020-00184):** The proposed Project would require a General Plan Amendment (GPA) to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent



## City of Rancho Cucamonga

# Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

with the HI land use designation to the north within the City of Rancho Cucamonga limits. The GPA will amend the Flood Control/Utility Corridor designation along the west boundary of the parcel 0229-291-54 along the East Etiwanda Creek to Heavy Industrial. Additionally, the GPA will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1 generally over the Project site from these figures in the City of Rancho Cucamonga 2010 General Plan (General Plan). In addition, the GPA would also address necessary text amendments to the General Plan including the Community Service Element of the City's General Plan.

- **Annexation (DRC 2020-00185):** A proposed annexation of a portion of parcels 0229-291-54 and 0229-291-22 located partially within the City of Rancho Cucamonga and within the Unincorporated County of San Bernardino and the City of Fontana Sphere of Influence (SOI), and of parcel 0229-291-46 located entirely within the Unincorporated County of San Bernardino and the City of Fontana SOI. The City of Rancho Cucamonga City boundary will increase in size by the area annexed and the City of Fontana's SOI would decrease in size by the equal amount.
- **Pre-zone (DRC 2020-00186):** The proposed Project would require a Pre-zone to designate the portion of parcel 0229-291-54 and 0229-291-22 and all of parcel 0229-291-46 in the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits. The parcels/or portions thereof are currently designated General Industrial (I-G) in the City of Fontana General Plan and Speedway RDA/Regional Industrial (IR) in the County of San Bernardino General Plan.
- **Design Review (DRC 2020-00177):** The proposed Design Review approval of the proposed site plan and architectural design for the development of two warehouse buildings on a combined 35.38-acre (1,541,166 square feet [sf]) site with parking and landscaping improvements. As the Project is being developed for a speculative end-user and the future occupant(s) of the Project are unknown at this time an alternative site plan for the potential E-Commerce use has been included and will be evaluated in the Environmental Document (EIR) for potential impacts.
- **Tentative Parcel Map (SUB TPM20251):** The proposed Tentative Parcel Map would include a request to consolidate two existing parcels APN 0229-291-54 (approximately 32.83 acres) and 0229-291-46 (approximately 2.9 acres) to create two new parcels for the development Project. The TPM would create the two lots with a parcel of approximately 26.44 acres in size for Building A and parcel of approximately 8.94 acres in size for Building B.
- **Uniform Sign Program (DRC 2020-00178):** The proposed Project includes the review of a Uniform Sign Program which governs the design and construction of all planned and future signs at the proposed Project.

#### D. Project Characteristics

- **General Plan Designation:** The General Plan designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is designated as Heavy Industrial (HI) and is within the Industrial Area Specific Plan. The General Plan designation for parcel 0229-291-46, located in San Bernardino County is Regional Industrial/Speedway RDA (IR) and is designated in the City of Fontana General Plan as General Industrial (I-G).
- **Zoning:** The Zoning designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI). The Zoning designation for parcel 0229-291-46, located in the County of San Bernardino is Regional Industrial/Speedway RDA (IR) and is designated General Industrial (M-2) in the City





# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

of Fontana.

#### Environmental Issues to be Evaluated in the EIR

The City of Rancho Cucamonga, the lead agency for the proposed Project, is subject to specific environmental review under CEQA. An Initial Study was prepared pursuant to CEQA Guidelines §15063 and it was determined that an EIR will be required for this Project. The following issues were fully analyzed in the Initial Study and no additional analysis is anticipated to be addressed in the EIR on the following sections:

• Aesthetics • Agricultural Resources • Land Use and Planning • Mineral Resources • Population and Housing • Public Service • Recreation Utilities/Services System • Wildfires

Based on the findings of the Initial Study, the EIR will evaluate the below identified issues from the 2020 CEQA Guidelines Appendix G Environmental Checklist Form. The EIR will be prepared based on the Project's potential to create short-term, long-term and cumulative impacts associated with other development in the Project area and will be prepared to fully evaluate the potential impacts of the proposed Project.

The following issues are anticipated to be addressed in the EIR:

• Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality • Noise • Transportation • Tribal Cultural Resources

The EIR will address the short- and long-term effects of the Project on the environment, including the impacts of any off-site improvements. It will also evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation may be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by §15097 of the CEQA Guidelines. The Notice of Preparation is subject to a 30-day public review period per Public Resources Code §21080.4 and CEQA Guidelines §15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project, to identify those environmental issues, potentially affected by the Project which should be addressed further by the City of Rancho Cucamonga in the EIR.

**Cortese List Notice:** Pursuant to Public Resources Code 21092.6(a), the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

As they are completed and distributed, the EIR/Environmental Documentation for the Project will be made available to download from the City's website: <https://www.cityofrc.us/current-projects#other-projects>

The EIR/Environmental Documentation will be made available for review Monday through Thursday, between 7 AM and 6 PM at the following location:

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





# City of Rancho Cucamonga

## Notice of Preparation of a Draft EIR

### And Notice of Public Scoping Meeting

#### Public Review Period

CEQA requires a 30-day public review period for an NOP. In accordance with CEQA, should you have any comments, please provide a written response to this NOP within the 30-day NOP period between **September 3, 2020 through October 3, 2020**.

The City is requesting comments and guidance on the scope and content of the EIR from Responsible and Trustee agencies, interested public agencies, organizations, and the general public (pursuant to CEQA Guidelines §15082). All parties that have submitted their names and mailing addresses will be notified as part of the Project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the lead agency contact noted below.

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

#### Public Comments

The City requests your careful review and consideration of this notice, and invites **written comments** from interested agencies, persons, and organizations regarding the preparation of the EIR. Please indicate a contact person for your agency or organization. Please send your written comments to:

Sean McPherson  
Senior Planner, Planning Department  
City of Rancho Cucamonga  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730  
Phone: (909) 477-2750, Ext. 4307  
Email: Sean.McPherson@cityofrc.us

Please include the name, phone number, email, and address of a contact person in your response. You may also provide oral or written comments in person at the **Scoping Meeting** noted below. Comments in response to this notice must be submitted to the City through close of business (5:00 PM) on **October 3, 2020**.

#### Public Scoping Meeting

The City will have a Scoping Meeting to present updates to the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. Due to Covid-19 and pursuant to San Bernardino County Department of Public Health requirements, this meeting will be held as a teleconference meeting on the following date and time:

**Date and time:** **September 17, 2020 at 7:00 p.m.**

**Location:** View Meeting Via Zoom App or Zoom. Com at: [zoom.us/join\](https://zoom.us/j/98575014828)  
Link: <https://zoom.us/j/98575014828>  
Using Webinar/Meeting ID: 985-7501-4828  
-OR-  
You can Dial in using your phone  
United States: +1 (669) 900-6833  
Access Code: 330905



## City of Rancho Cucamonga Notice of Preparation of a Draft EIR And Notice of Public Scoping Meeting

***Special Accommodations.*** Should you require special accommodations at the public scoping meeting, such as for the hearing impaired or an English translator, please contact the City of Rancho Cucamonga no later than **Thursday, September 10, 2020** (see contact information above).

**Attachments:**

**Initial Study will be available on the City's website including all technical studies referenced in the Initial Study.**

Figure 1 – Local Vicinity Map

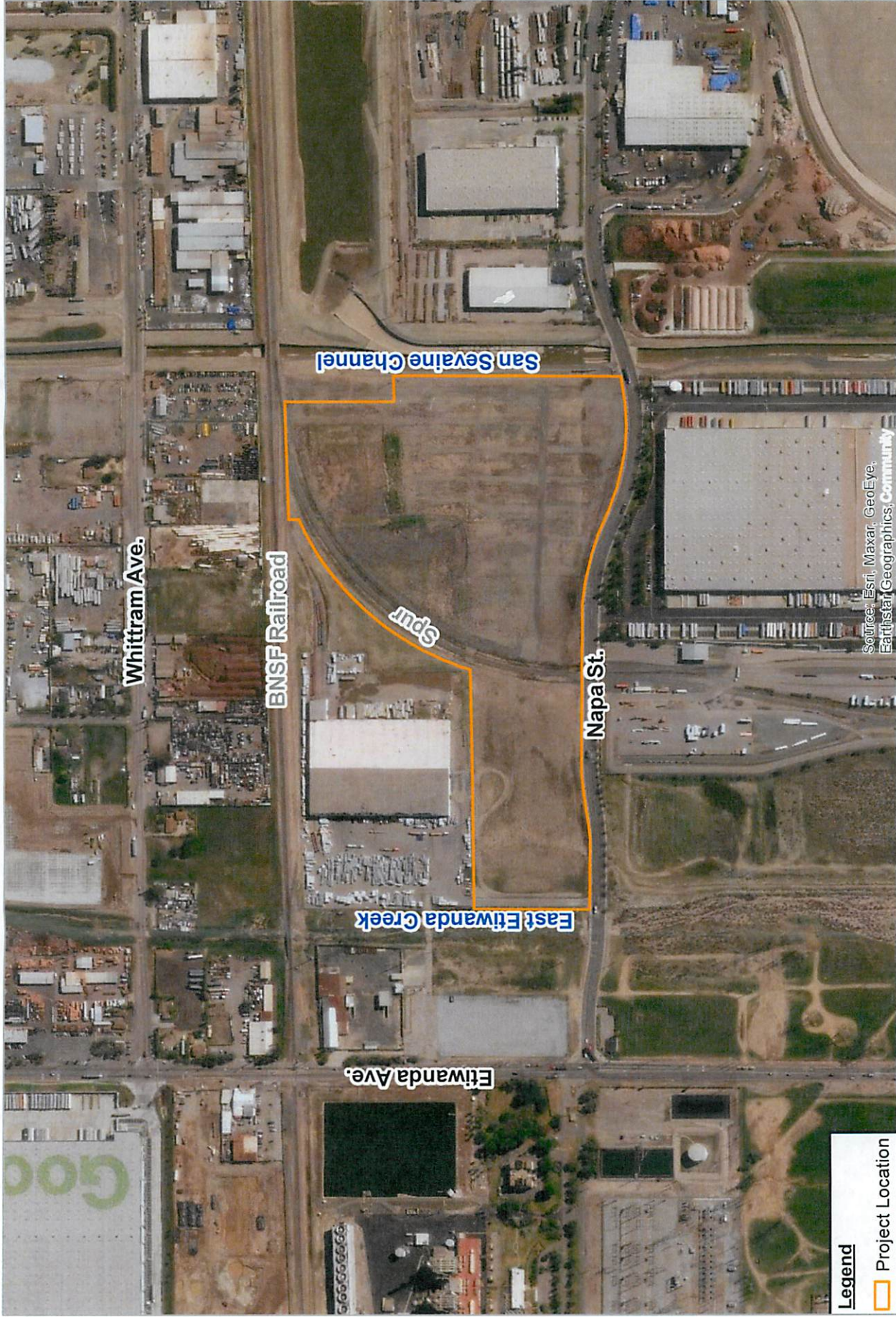
Figure 2 – Regional Location Map

Figure 3 – Annexation Map

Figure 4 – Primary Site Plan

Figure 5 – Alternative Site Plan



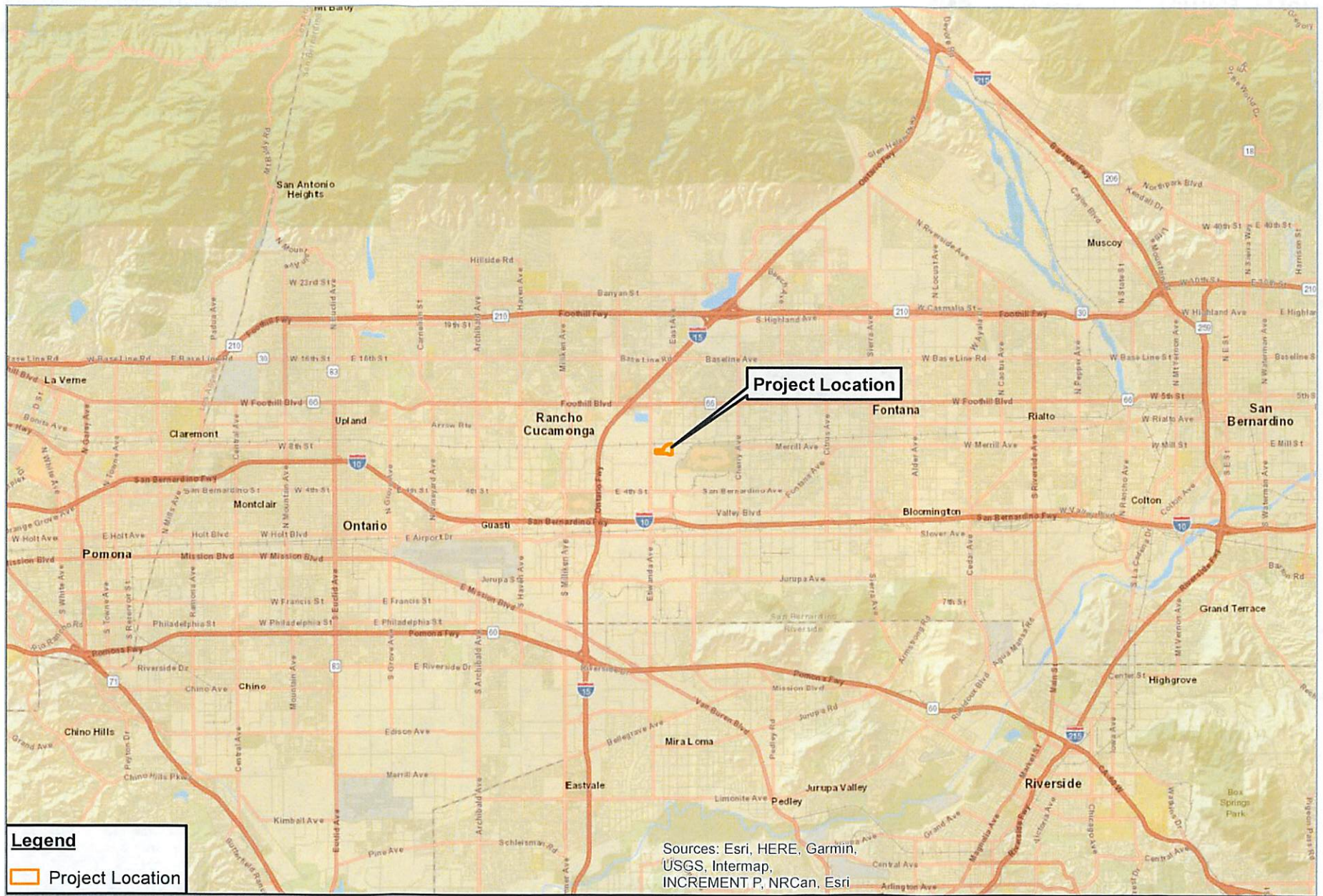


**FIGURE 1:** Local Vicinity Map  
 Speedway Commerce Center  
 City of Rancho Cucamonga



Not to scale





**FIGURE 2:** Regional Location Map  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

**Kimley»Horn**





Source: Google Maps

**FIGURE 3:** Annexation Map  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

Kimley»Horn







## Tabulation

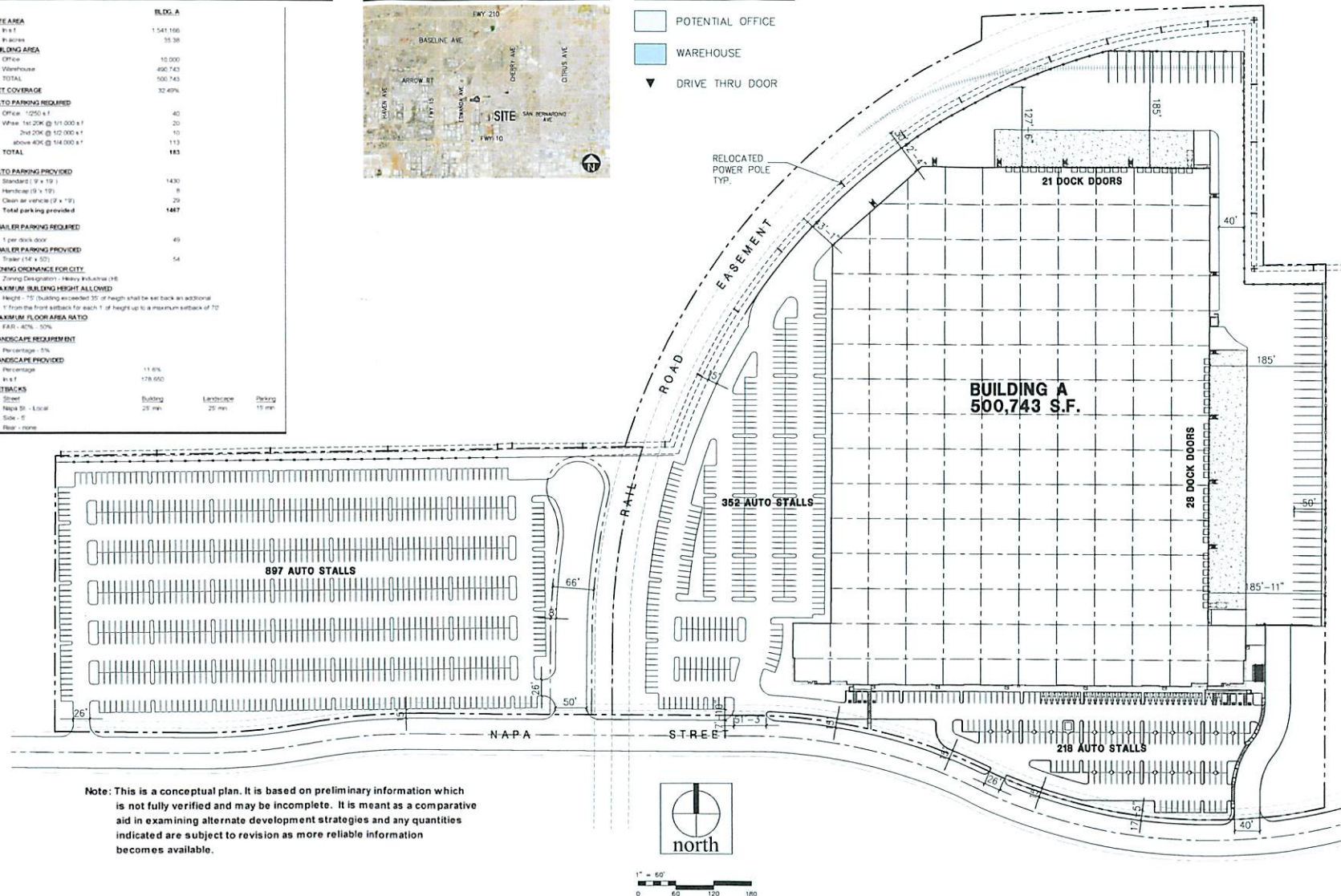
<b>SITE AREA</b>	<b>BLDG. A</b>
In s.f.	1,541,166
Acres	35.38
<b>BUILDING AREA</b>	
Office	10,000
Warehouse	490,743
TOTAL	500,743
<b>LOT COVERAGE</b>	32.49%
<b>AUTO PARKING REQUIRED</b>	
Office: 1250 s.f.	40
Warehouse: 1st 20K @ 1/1,000 s.f.	20
2nd 20K @ 1/2,000 s.f.	10
Below 40K @ 1/4,000 s.f.	113
<b>TOTAL</b>	<b>183</b>
<b>AUTO PARKING PROVIDED</b>	
Standard (9' x 19')	1430
Handicap (9' x 19')	8
Clean air vehicle (9' x 19')	29
<b>Total parking provided</b>	<b>1467</b>
<b>TRAILER PARKING REQUIRED</b>	
1 per dock door	49
<b>TRAILER PARKING PROVIDED</b>	
Trailer (14' x 52')	54
<b>CONFORMS TO CITY</b>	
Zoning Designation: Heavy Industrial (HI)	
<b>MAXIMUM BUILDING HEIGHT ALLOWED</b>	
Height: 75' (Building exceeding 35' of height shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70')	
<b>MAXIMUM FLOOR AREA RATIO</b>	
FAR: 40% - 50%	
<b>LANDSCAPE REQUIREMENT</b>	
Percentage: 5%	
<b>LANDSCAPE PROVIDED</b>	
Percentage	11.8%
In s.f.	178,950
<b>SETBACKS</b>	
Street	Building: 25' min. Landscape: 25' min. Parking: 15' min.
Side: 5'	
Rear: none	

## Aerial Map



## Legend

- POTENTIAL OFFICE
- WAREHOUSE
- DRIVE THRU DOOR



**FIGURE 5:** Alternative Site Plan  
Speedway Commerce Center  
City of Rancho Cucamonga



Not to scale

Kimley»Horn



# South Coast Air Quality Management District

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

SENT VIA E-MAIL:

October 1, 2020

[Sean.McPherson@cityofrc.us](mailto:Sean.McPherson@cityofrc.us)

Sean McPherson, Senior Planner  
City of Rancho Cucamonga, Planning Department  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730

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

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

### **CEQA Air Quality Analysis**

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website<sup>1</sup> as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod<sup>2</sup> land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds<sup>3</sup> and localized significance thresholds (LSTs)<sup>4</sup> to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

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

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

<sup>2</sup> CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

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

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



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

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment<sup>5</sup>.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*<sup>6</sup> is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory<sup>7</sup>.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions, and that the areas in San Bernardino County within the South Coast Air Basin have the second highest projected cancer risk of 339 in one million<sup>8</sup>. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

### **Mitigation Measures**

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook<sup>1</sup>, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan<sup>9</sup>, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy<sup>10</sup>.

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

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

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

<sup>8</sup> South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Available at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>.

<sup>9</sup> South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

<sup>10</sup> Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: [https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A\\_ConnectSoCal\\_PEIR.pdf](https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf).

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

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule<sup>11</sup> and the Heavy-Duty Low NOx Omnibus Regulation<sup>12</sup>, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentive the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year<sup>13</sup> that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

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

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

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<sup>11</sup> CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

<sup>12</sup> CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/bhp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

<sup>13</sup> CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

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

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

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

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

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