

# ***JERSEY BOULEVARD INDUSTRIAL COMPLEX PROJECT***

## **INITIAL STUDY**

### **Prepared for:**

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

### **Prepared by:**



April 2021

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## INITIAL STUDY

**1. Project title:**

Jersey Industrial Complex Project

**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:**

Vincent Acuna  
Planning Department  
(909) 477-2750 x4323

**4. Project location:**

The proposed project is located on a 7.39-acre site (northwest corner of Milliken Avenue and Jersey Boulevard) in the City of Rancho Cucamonga (APN 0229-111-60-0-000). The site is flat and disturbed. The project location is shown in Figure 1 – Vicinity Map

**5. Project sponsor's name and address:**

Ralph Karubian  
11298 Jersey Blvd., LLC  
1801 S. Mountain Avenue  
Monrovia, CA 91016

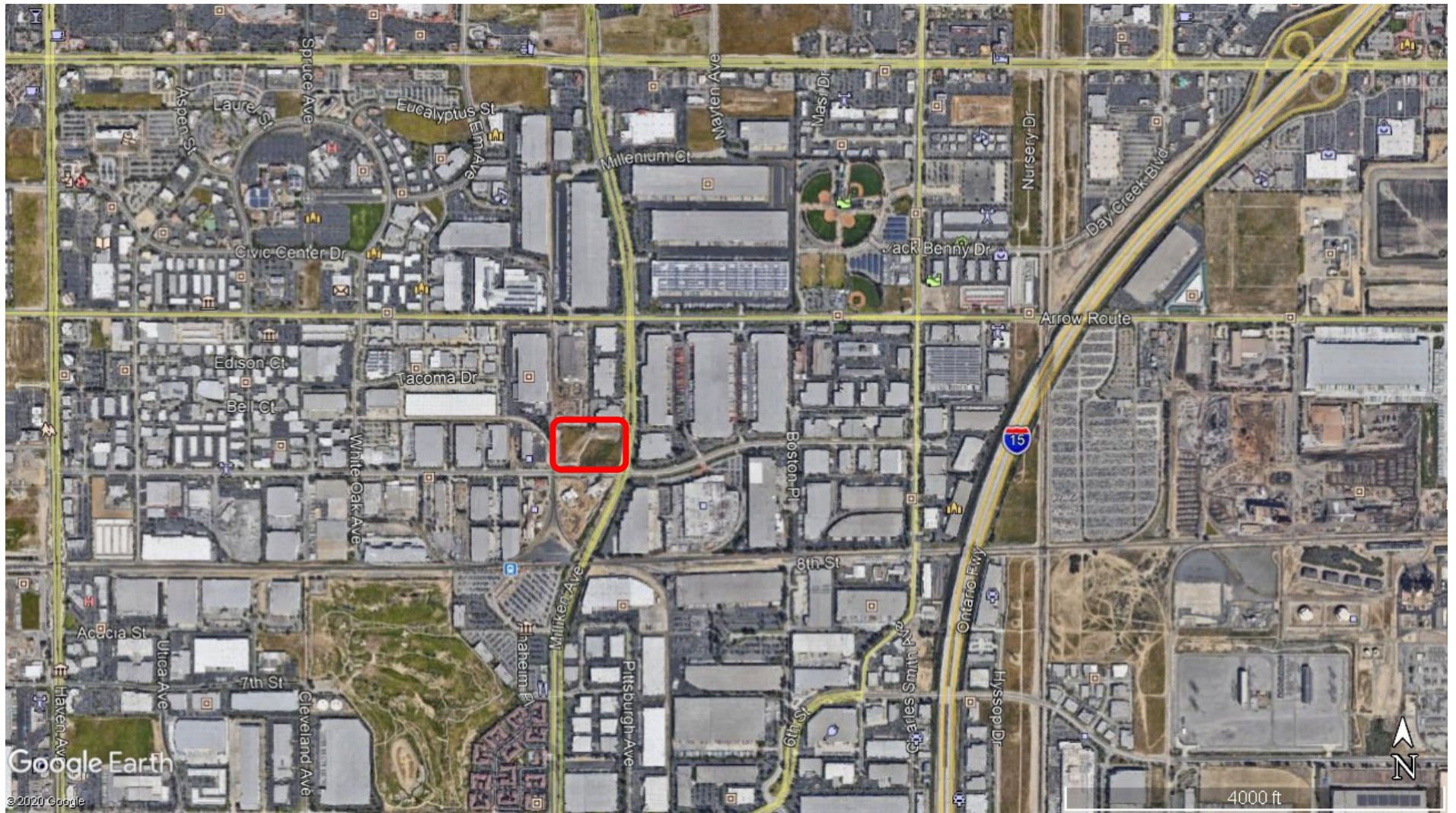
**6. General Plan designation:**

Heavy Industrial

**7. Zoning:**

Minimum Impact/Heavy Industrial





**FIGURE 1—Vicinity Map**

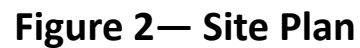
 - Project Site

## 8. Description of project:

The project would construct and operate a new warehouse/storage building with offices and related improvements on a vacant site located at 11298 Jersey Boulevard in the City of Rancho Cucamonga. The site is located at the northwest corner of Milliken Avenue and Jersey Boulevard (APN 229-111-60). The site is 7.39 acres in size and zoned Medium Impact/Heavy Industrial. The site is designated General Industrial in the City of Rancho Cucamonga General Plan land use map. Thus, the project is subject to standards and policies within the City of Rancho Cucamonga Municipal Code for that zoning designation. The project site has not been developed. However, debris piles are located on the site. The site has been fully remediated to remove slag fill that was identified on the site as part of a Phase I Environmental Site Assessment performed in December 2002 (Earth Systems Southwest, Inc., December 2002).

The project would provide a new warehouse building with 143,014 square feet of storage in four separate units, 8,127 square feet of mezzanine storage, 8,127 square feet of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312-square foot electrical room. The total building area would be 159,580 square feet. The highest point of the building would be 42 feet above ground level. These would be the architectural parapets on the building frontage. A total of 110 parking spaces would be provided. The building would be oriented east/west with vehicle access to office space fronting the building from Jersey Boulevard. Truck access to the loading docks located at the rear of the building would be provided from Milliken Avenue. The truck access driveway would be gated with security cameras and monitored to ensure no unauthorized entrance to the loading area. The project would provide four warehouse storage units, each with four truck loading docks (i.e., 16 total docks). Water/sewer and other utilities (i.e., electrical, communication) would be provided via existing infrastructure located on-site or within the adjacent Milliken Avenue and Jersey Boulevard corridors.

Construction is expected to begin in mid-2021 and be completed by mid-2022 (approximately 12 months). Cut and fill material generated during grading would be balanced on-site; thus, no off-site import or export of soil material would occur. Construction activities are expected to occur five days per week, 8 hours per day, between 8:00 am and 5:00 pm. The warehouse is expected to receive and ship non-perishable products from early morning (5:00 am) to evening hours (10:00 pm) seven days a week. No cold storage would be provided. The office personnel would work during typical daytime office hours (8:00 am to 5:00 pm). The proposed site plan is shown in Figure 2.





## **9. Surrounding Land Uses and Setting**

The project site is approximately 7.39 acres in size located at the northwest corner of Milliken Avenue (north/south) and Jersey Boulevard (east/west) in the City of Rancho Cucamonga. Fire Station No. 174 is located to the south of the site. Warehouse and industrial uses are located to the north, east and west of the site. The site is flat and while it has never been developed. Slag fill was removed from the site in late 2019.

## **10. Other public agencies whose approval is required:**

No other public agency permits would be required.

## **11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun is there a plan for consultation?**

A Phase I Cultural Resources Report was prepared for the proposed project in March 2020 Appendix C. As part of the process, a Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission. Tribal representatives identified as part of the SLF search were noticed during preparation of the Phase I Cultural Resources Report. Responses are provided therein. The City of Rancho Cucamonga mailed Tribal consultation letters required per AB 52 to Tribes requesting notification on January 11, 2021. A response from the San Manuel Band of Mission Indians (SMBMI) was received via e-mail on January 25, 2021. A second response was received from the Gabrieleno Band of Mission Indians – Kizh Nation, on February 7, 2021. Mitigation measures were received from the SMBMI and incorporated in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources* of this Initial Study. The City of Rancho Cucamonga responded to the Gabrieleno Band of Mission Indians request for consultation. No formal response was received; thus, mitigation measures previously approved by the Gabrieleno Band of Mission Indians – Kizh Nation, were incorporated herein. No other responses were received.

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## ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

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

**DETERMINATION:**

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential 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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. <u>AESTHETICS</u> – would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) The City of Rancho Cucamonga General Plan (2010) includes the project area and provides planning and policy guidance for development within the City. No specific visual features are noted in the General Plan that pertain to the general project area. The City of Rancho Cucamonga is located at the southern base of the east end of the San Gabriel Mountain range. The San Bernardino Mountains are just east of the San Gabriel Mountains and divided by the Cajon Pass. The San Gabriel and San Bernardino Mountains can be seen from most areas in the City and provide a scenic backdrop for the community. North-south roadways, such as Archibald, Haven, and Etiwanda and Milliken Avenues, have unobstructed views of the San Gabriel Mountains to the north and the lower-lying valley to the south. The foothills at the northern end of the City are characterized by wide-open spaces, steep slopes and natural vegetation with limited development. Other scenic resources include remaining stands of</p>				

eucalyptus windrows, scattered vineyards and orchards and natural vegetation in flood-control channels and utility corridors.

Implementation of the project would occur on a vacant site and be of similar size and scale as existing industrial development located in proximity to the site. The site is located within a developed industrial area within the City of Rancho Cucamonga. Fire Station No. 174 is located to the south of the site. Warehouse and industrial uses are located to the north, east and west of the site. Views into the site are of undeveloped bare ground with impacted ruderal vegetation. Views within the area are not designated scenic nor does the site contain any unique visual features. Milliken Avenue and Jersey Boulevard are not locally designated scenic highways. The proposed building would be of similar scale to existing buildings and would not change existing views of the San Gabriel and San Bernardino mountains to the north or other scenic resources from Milliken Avenue or Jersey Boulevard.

The project would incorporate exterior architectural treatments (design features, finishes and colors), landscaping and related features as provided in Section 17.120.020 (Design Standards) of the Municipal Code, to ensure visual consistency with the surrounding area. These would include parapets along the roof line and variations in relief and color schemes on the exterior walls. Landscaping would be installed around the perimeter and include sidewalks and frontage improvements along Jersey Boulevard and Milliken Avenue. Views of the site would change; however, no residences or sensitive properties (i.e., parks, care facilities/hospitals, schools) are located in proximity to the site. The project would be consistent with the overall context of the surrounding area. As noted, the site does not contain scenic resources. Impacts to scenic vistas would be **less than significant**.

b) There are no state or County eligible or designated state scenic highways in the City of Rancho Cucamonga. The nearest officially designated scenic highway is State Route (SR) 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains and approximately 12 miles from the northern City boundary (California Department of Transportation, March 2020). Another designated scenic highway is the SR-38 (Rim of the World Scenic Highway), which is approximately 24 miles east of the City's boundary. Development of the project site would have **no impact** to a state designated scenic highway.

c) Implementation of the project would occur on a vacant site in an urbanized area. As referenced, views within the area are not designated scenic nor does the site contain any unique visual features. The project would be consistent with City of Rancho Cucamonga zoning and General Plan land use designations and be constructed consistent with design standards to ensure visual compatibility with existing buildings. It would not obscure views of the mountains to the north for motorists and pedestrians passing by the building as it would be of similar size and scale as existing buildings adjacent to and north of the site. No residences or other sensitive properties (i.e., parks, care facilities/hospitals, schools) are located within proximity to the site. Thus, while the views of the site would change, views would not be degraded nor would the visual quality of the site be adversely affected. Impacts would be **less than significant**.

d) The project would add new building and security lighting which would be visible from adjacent streets and businesses. The windows would be comprised of tinted glass rather than mirrored; thus, no glare would occur during daylight hours. Temporary outdoor lighting may be visible during the operation of construction equipment; however, construction is expected to occur during weekday daylight hours. All outdoor street lighting and on-site security lighting would be designed to City of Rancho Cucamonga standards defined per Section 17.120.020 (I) and 17.58.050 of the Municipal Code. Impacts related to light and glare would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## II. AGRICULTURE AND FOREST RESOURCES -- Would the project:

conversion of Farmland, to non-agricultural use?

a) The project site is zoned Minimum Impact/Heavy Industrial MI/HI and designated Heavy Industrial in the General Plan Update (2010). The Heavy Industrial designation permits heavy manufacturing, compounding, processing or fabrication, warehousing, storage, freight handling, and truck services and terminals, as well as supportive service commercial uses. This district is intended for Industrial use. The site is not used for agricultural purposes. The site is designated as Urban and Built Up land in the California Important Farmland Finder (November 2020). Thus, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. **No impact** would occur under this threshold.

b) The project site is not enrolled in a Williamson Act contract. As referenced above, the property is designated Urban/Built Up land by the California Department of Conservation. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold.

c-e) Neither the site nor surrounding areas are used for timber production or commercial agriculture. The site is designated for industrial use as specified in the zoning code and General Plan. Based in part on site observations, the site is not used for timber production or commercial agriculture. The project would not conflict with any zoning designations designed to preserve timber or agricultural resources. **No impact** would occur under this threshold.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## III. AIR QUALITY -- Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. <u>AIR QUALITY</u> -- Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The material provided herein is summarized from the *Jersey Industrial Complex Air Quality/Greenhouse Gas Study* prepared by Birdseye Planning Group, LLC, May 2020 (Appendix A).

The project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Table 1 shows the significance thresholds that have been recommended by the SCAQMD for projects within the South Coast Air Basin.

**Table 1**  
**SCAQMD Air Quality Significance Thresholds**

<b>Mass Daily Thresholds</b>		
<b>Pollutant</b>	<b>Construction</b>	<b>Operation</b>
Nitrogen Oxides (NO <sub>x</sub> )	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM <sub>10</sub> )	150 lbs/day	150 lbs/day
Particulate Matter 2.5 (PM <sub>2.5</sub> )	55 lbs/day	55 lbs/day
SO <sub>x</sub>	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

*Ambient air quality threshold based on SCAQMD Rule 403 and referenced in lbs/day (pounds per day).*

In addition to the thresholds described above, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. LSTs apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, July 2008).

LSTs have been developed for emissions within areas up to five acres in size. SCAQMD recommends project specific air pollutant modeling for sites larger than 5 acres. The site is 7.39 acres in size. Construction emissions were calculated for the proposed. An LST analysis was also performed to provide a conservative evaluation of temporary construction emissions.

Regional construction emissions associated with implementing the proposed project were calculated using the CalEEMOD Version 2016.3.2 (2016) software. Construction emissions modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing. Construction is expected to begin mid-2021 and be completed within 12 months. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113. Operation of the project would generate vehicle trips which would be the primary source of emissions

a) The proposed project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the SCAQMD. The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties.

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. SCAQMD adopted the 2016 AQMP in March 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP.

The 2016 AQMP was prepared to ensure continued progress towards clean air and comply with state and federal requirements. This AQMP builds upon the approaches taken in the 2012 AQMP for the South Coast Air Basin for the attainment of State and federal ozone air quality standards. The 2016 AQMP incorporates the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for applicable source categories. The 2016 AQMP also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The 2016 AQMP is available to download at <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

The 2016 AQMP assumes that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with the population growth projections identified by SCAG. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the emissions generated by the new project have been evaluated, are contained in AQMP. Thus, individual projects would not conflict with or obstruct implementation of the regional AQMP. The existing General Plan designates the project site for industrial/manufacturing uses, which is consistent with the warehouse use proposed by the project. Implementation of the proposed project would not require the rezoning of the project site or an amendment to the City's General Plan. Since the proposed project is consistent with the General Plan, it is also consistent with the AQMP. Therefore, a **no impact** would occur with this issue would occur and no mitigation is required.

b-c) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein. Modeling files are provided in Appendix A.

### Construction Emissions

Construction vehicles and equipment operating on the graded site as well as grading/site preparation activities have the potential to generate fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO<sub>x</sub>), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment. However, emissions would also be associated with constructing the buildings (including the application of paint) and paving surface parking areas.

As indicated in Table 2, maximum daily emissions from construction activities would not exceed SCAQMD construction thresholds. However, the project would be required to comply with SCAQMD Rule 403, which identifies the following measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets



and roads.

Rule 403 (2) was included in CalEEMod for site preparation and grading phases of construction. Specifically, modeling assumed the site would be watered twice daily.

**Table 2**  
**Estimated Maximum Construction Emissions (lbs/day)**

Construction Emissions	Air Emissions (lbs/day) <sup>2</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions – 2021	3.9	40.5	22.1	0.04	10.3	6.4
Maximum Daily Emissions - 2022	49.9	18.8	20.1	0.04	1.9	1.0
SCAQMD Pollutant Thresholds	75	100	550	No Standard	150	55
<b>Threshold Exceeded</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Source: CalEEMod calculations (Appendix A).*

With implementation of SCAQMD Rule 403, construction impacts would be **less than significant**. Model calculations are provided as part of the Air Quality/Greenhouse Gas Report provided as Appendix A.

#### Operational Emissions

Table 3 summarizes summer emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including architectural coating emissions as the structures are repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and from the project site. Trip volumes were based on Institute of Transportation Engineers (ITE) trip generation rates incorporated into CalEEMod.

As shown in Table 3, the net change in emissions would not exceed the SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub>. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant**.

Localized Significance Thresholds. The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

**Table 3**  
**Estimated Summer Operating Emissions**

	Estimated Emissions (lbs/day)(summer)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Proposed Project</i>						
<i>Area</i>	3.3	0.01	0.02	0.01	0.01	0.01
<i>Energy</i>	0.01	0.09	0.07	0.01	0.01	0.01
<i>Mobile</i>	0.7	5.0	9.8	0.02	2.9	0.8
<b><i>Maximum lbs/day</i></b>	<b>4.1</b>	<b>5.1</b>	<b>9.9</b>	<b>0.03</b>	<b>2.9</b>	<b>0.8</b>
SCAQMD Thresholds	55	55	550	150	150	55
<b><i>Threshold Exceeded?</i></b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*See Appendix for CalEEMod version. 2016.3.2 computer model output - summer emissions shown*

LSTs were created in response to concerns regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor and related factors. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed development as the majority of project emissions would be generated by cars on roadways traveling to/from the facility.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is located in Source Receptor Area 32 (SRA-32, Northwest San Bernardino Valley). Based on the equipment mix, pieces of and number estimated by CalEEMod 2016.3.2 during grading, 4 acres would be disturbed on any given construction day. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies. LSTs for construction related emissions in the SRA 32 at varying distances between the source and receiving property are shown in Table 4.

As referenced, the nearest sensitive receptors to the project site are multifamily residences located approximately 0.5 miles south of the site along Milliken Avenue. Consistent with SCAQMD recommendations, the 500-meter LSTs are used for a two-acre project site.

**Table 4**  
**SCAQMD LSTs for Construction**

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	170	200	263	378	684
CO	1,232	1,877	3,218	6,778	24,768
PM <sub>10</sub>	6	19	34	66	160
PM <sub>2.5</sub>	5	8	14	36	150

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

As discussed, LSTs apply to on-site uses only and do not include off-site vehicle trips and emissions. As shown in Table 2, the daily emissions would not exceed the LST's shown in Table 4. No impact related to LSTs would occur. No mitigation measures are required.

Construction-Related Toxic Air Contaminants. The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project and truck traffic. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Transportation related emissions are focused on particulate matter constituents within diesel exhaust and TAC constituents that comprise a portion of total organic gas (TOG) emissions from both diesel and gasoline fueled vehicles. Diesel engine emissions are comprised of exhaust particulate matter and TOGs which are collectively defined for the purpose of a health risk assessment, as Diesel Particulate Matter (DPM). DPM and TOG emissions from both diesel and

gasoline fueled vehicles is typically composed of carbon particles and carcinogenic substances including polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen (NO<sub>x</sub>). While truck operation would generate DPM, the site is located along an unrestricted truck route (Milliken Avenue) within the City of Rancho Cucamonga per Section 10.56.010 of the Municipal Code. The California Air Resources Board (CARB) Air Quality and Land Use Handbook (2005) recommends avoiding the siting of new sensitive receptors within 500 feet of an urban roadway with 100,000 vehicles daily. Traffic counts from 2015 show daily volumes on Milliken Avenue in proximity to Jersey Boulevard are 30,310. If these volumes are factored up by 2% annually, the 2021 volumes would be approximately 34,134. This is less than the recommended threshold. The project is not a sensitive use and project traffic would utilize an existing truck route. The nearest receptor is located approximately one-half mile south of the site along Milliken Avenue and daily volumes are less than the CARB recommended threshold. Thus, project-related truck traffic would not pose a health risk or justify further evaluation in a health risk assessment.

c) The nearest sensitive receptor to the project site are multifamily residences located approximately 0.5 miles south of the site. As shown above, neither the total construction nor operation emissions would exceed the SCAQMD thresholds. Thus, sensitive properties would not be exposed to pollutants exceeding the applicable standards.

d) The proposed project would generate odors from construction (i.e., diesel exhaust, asphalt). Construction emissions would not exceed SCAQMD impact thresholds and would be short-term. Thus, short-term odors are not expected to be significant. Operation of the warehouse facility would not cause odors. Odor impacts would be **less than significant**.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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#### IV. BIOLOGICAL RESOURCES --

Would the project:

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

☐
☒
☐
☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. <u>BIOLOGICAL RESOURCES</u> --</b>				
Would the project:				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material presented herein summarized from the *Jersey Industrial Complex Habitat Assessment*, prepared by ELMT Consulting, Inc., May 2020 (Appendix B).



The project site is relatively flat and ranges in elevation from approximately 1,134 to 1,150 feet above mean sea level and generally slopes downwards to the north, with no areas of significant topographic relief. Based on the NRCS USDA Web Soil Survey, the project site is historically underlain by Tujunga loamy sand (0 to 5 percent slopes). Soils on-site have been mechanically disturbed and compacted from historic agricultural activities, routine weed abatement activities and surrounding development.

### **Vegetation**

Due to historic and existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the project site. The project site consists of undeveloped land that has been impacted by decades on anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred on and surrounding the project site.

The project site consists of one (1) land cover type that would be classified as disturbed. The site is vegetated primarily by non-native weedy/early successional plant species that are adapted to considerable disturbance.

### **Wildlife**

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed or are expected to occur within the project site. The discussion is to be used a general reference and is limited by the season, time of day, and weather conditions in which the field investigation was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation. The project site provides limited habitat for wildlife species except those adapted to a high degree of anthropogenic disturbances and development.

*Fish.* No fish or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of fish were observed on or within the vicinity of the project site. Therefore, no fish are expected to occur and are presumed absent from the project site.

*Amphibians.* No amphibians or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of amphibians were observed on or within the vicinity of the project site. Therefore, no amphibians are expected to occur and are presumed absent from the project site.

*Reptiles.* The project site provides minimal foraging and cover habitat for a limited variety of reptile species adapted to a high degree of anthropogenic disturbance. The only reptile species observed on-site during the field investigation were western side-blotched lizard (*Uta stansburiana elegans*) and great basin fence lizard (*Sceloporus occidentalis longipes*). Additional common reptilian species that are adapted to a high degree of human disturbance that could potentially occur on-site include San Diego alligator lizard (*Elgaria multicarinata webbia*).

*Birds.* The project site provides minimal foraging habitat for a variety of bird species adapted to a high degree of anthropogenic disturbance. Bird species detected during the field investigation include house finch (*Haemorhous mexicanus*), northern mockingbird (*Mimus polyglottos*), Say's phoebe (*Sayornis saya*), American crow (*Corvus brachyrhynchos*), house sparrow (*Passer domesticus*), and mourning dove (*Zenaida macroura*).

*Mammals.* The project site provides marginal foraging and cover habitat for mammalian species adapted to a high degree of anthropogenic disturbance. The only mammalian species detected during the field investigation was desert cottontail (*Sylvilagus audubonii*). Common mammalian species adapted to a high degree of human disturbance that could potentially occur on-site include California ground squirrel (*Otospermophilus beecheyi*), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*).

*Critical Habitat.* The term "critical habitat" refers to specific areas within the geographical range of a species at the time it is listed that includes the physical or biological features that are essential to the survival and eventual recovery of that species. The project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 2.9 miles north of the project site for San Bernardino kangaroo rat (*Dipodomys merriami parvus*). Therefore, the loss or adverse modification of Critical Habitat from site development will not occur and consultation with the United States Fish and Wildlife Service regarding impacts to Critical Habitat will not be required for implementation of the proposed project.

a) Migratory Birds. The Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) is an international treaty that makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Sections 3503, 3503.5, and 3800 of the California Department of Fish and Wildlife Code prohibit the take, possession, or destruction of birds, their nests, or eggs. The MBTA requires that project-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (February 1 through August 31). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) or loss of habitat upon which the birds depend could be considered "take" and constitute a violation of the MBTA. Migratory birds include common, sensitive and listed species.

No active nests or birds displaying nesting behavior were observed during the field investigation. The project site and surrounding areas provide limited foraging and nesting habitat for year-round and seasonal birds and migrating songbirds. In addition, the undeveloped portion of the project site has the potential to provide suitable nesting opportunities for birds that nest on the open ground and those acclimated to routine disturbances (e.g. killdeer (*Charadrius vociferus*)). Additionally, the immediate areas surrounding the project site support trees and structures that have the potential to provide suitable nesting opportunities. While it is unknown whether nesting would occur or what species would nest on-site, nesting bird species covered by the MBTA could be significantly affected by

construction activities. Implementation of Mitigation Measure BIO-1 would occur if needed to reduce impacts to migratory birds to less than significant.

**BIO-1:** Pursuant to the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season extends from February 1 through August 31 but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a pre-construction clearance survey for nesting birds, should be conducted within three (3) days of the start of any ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report provided to the City of Rancho Cucamonga indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities can commence thereafter provided activities are able to maintain a 300-foot buffer around the active nest. For raptors and special-status species, this buffer will be expanded to 500 feet. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once a qualified biologist has determined the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

### **Special-Status Plants**

According to the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS), thirteen (13) special-status plant species have been recorded in the Guasti quadrangle. No special-status plant species were observed on-site during the habitat assessment as stated in the Jersey Industrial Complex Habitat Assessment (Appendix D). Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the project site does not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from the project site. No special status plants would be affected by the project.

### **Special-Status Wildlife**

A total of thirty-three (34) special-status wildlife species have been reported in the Guasti quadrangle. No special-status wildlife species were observed on-site during the habitat assessment as stated in the Jersey Industrial Complex Habitat Assessment (Appendix D). Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the proposed project site has a low potential to support Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actua*). All remaining special-status wildlife species are presumed to be absent from the project site due to lack of quality habitat. Neither of the aforementioned species are federally or state listed as endangered or threatened. The presence of Cooper's hawk and California horned lark, and other nesting bird species, would be determined during a pre-construction nesting bird survey conducted prior to

ground disturbance (see Mitigation Measure BIO-1) if ground disturbance is expected to occur during the nesting season. If nesting species occur on-site, impacts to these species could be significant. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to the aforementioned species to **less than significant**.

*Burrowing Owl.* The burrowing owl is currently listed as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. No burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) was observed during the field investigation. Based on the results of the field investigation and location of the site within a developed area, it was determined that the project site does not have the potential to support burrowing owls and focused surveys are not recommended. **No impact** to borrowing owl is expected to occur; however, the presence/absence of burrowing owl would be determined during the preconstruction survey, if required, conducted consistent with Mitigation Measure BIO-1.

### **Special-Status Plant Communities**

According to the CNDDDB, no special-status plant communities occur in the Guasti USGS 7.5-minute quadrangle. Based on the results of the field investigation, no special-status plant communities were observed on-site. Therefore, no special-status plant communities will be impacted from project implementation.

As referenced, no special status plant, wildlife or plant communities occur or are presumed to occur on-site. Thus, no focused surveys are recommended. With implementation of Mitigation Measure BIO-1, project impacts to nesting bird species would be **less than significant**.

b and c) There are three agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (Corps) Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (Regional Board) regulates discharges to surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the CDFW regulates alterations to streambed and associated plant communities under Fish and Wildlife Code Sections 1600 et seq. As stated in the Jersey Industrial Complex Habitat Assessment (Appendix B), no drainage feature(s), wetlands, non-wetland jurisdictional resources or sensitive plant communities occur onsite. Thus, **no impact** would occur under this threshold.

d) Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement

area. It is possible for a habitat corridor to be adequate for one species, but inadequate for others.

The proposed project will be confined to existing disturbed land and is surrounded entirely by development with no natural plant communities. The project site is isolated from regional wildlife corridors and linkages, and there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the project site to any identified wildlife corridors or linkages. As a result, implementation of the proposed project will not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. **No impact** to movement corridors would occur.

e-f) The project site is located in an industrial area within the City of Rancho Cucamonga. Under the Rancho Cucamonga Municipal Code (17.16.080), certain trees may qualify as Heritage Trees and require a permit for removal. The project site does not contain any trees that would qualify as Heritage Trees under the City's Municipal Code. Further, there are no Habitat Conservation Plans or Natural Community Conservation Plans that are applicable to the area. The site does not contain any street trees that would require removal during site preparation. No impacts associated with the removal of street trees in public right of way would occur. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> --</b> would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information is based in part on the results of a *Phase I Cultural Resource Assessment*, March 2020, prepared by Anza Resource Consultant, Inc. (Appendix C).



a) The site has not been developed; thus, there are no structures or other features that may be determined a historical resource pursuant to CEQA Guidelines §15064.5. The site is not part of a historic district nor would historic resources be affected by the project. **No impact** would occur under this threshold.

b) As part of the Phase I Cultural Resources Assessment, a records search was conducted by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. The search included a one-mile area surrounding the project and was intended to determine the presence of any previously recorded sites. The SCCIC also provided the standard review of the National Register of Historic Places and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office website, were also reviewed for pertinent project information. The records search for the project did not identify any previously recorded archaeological resources within or adjacent to the project site.

A records search of the Sacred Land File (SLF) of the Native American Heritage Commission (NAHC) was requested as part of the cultural resource review. The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius.

The records search and literature review suggest that there is a low potential for prehistoric or historic-period sites to be contained within the boundaries of the property because past disturbances in the project area have not identified any prehistoric resources. (See Cultural Resource Survey, Appendix C).

The archaeological survey of the project was conducted on March 17, 2020. The archaeological survey of the property was an intensive reconnaissance consisting of a series of parallel survey transects spaced at approximately five-meter intervals. The entire property was accessible and no obstacles were encountered. The property topography is flat and no seasonal drainages were observed within the project. The surrounding area consists of industrial development to the north, east and west. A fire station is located south of site across Jersey Boulevard. The property has been previously disturbed though never developed. Slag fill material was recently removed from the property for remediation purposes. This characterization of a disturbed landscape is relevant to the consideration of the presence of archaeological resources within the project. The intensive archaeological survey of the property did not result in the identification of any archaeological resources.

The archaeological study was completed in accordance with City of Rancho Cucamonga cultural resource guidelines and CEQA significance evaluation criteria. The cultural resources study was negative for the presence of archaeological resources within the project site. No potential impacts to cultural resources are anticipated with the proposed project and no further cultural resource study is recommended. The Phase I Cultural Resource Assessment recommended mitigation to avoid potential impacts from the unanticipated discovery of cultural resources during project related ground disturbing activities. However, as a result of

the consultation process required per Assembly Bill 52 (see Section XVIII, *Tribal Cultural Resources*), the San Manuel Band of Mission Indians requested the following mitigation measures be implemented to address potential impacts to previously undiscovered cultural resources.

**CUL-1:** In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**CUL-2:** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

With implementation of Mitigation Measures CUL-1 CUL-2, if needed, the potential impacts to previously undiscovered archaeological resources would be **less than significant**.

c) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In addition, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony.

With implementation of procedures mandated by California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations CEQA Guideline and Mitigation Measure CUL-3 as requested by the San Manuel Band of Mission Indians, potential impacts to the potential discovery and treatment of human remains would be **less than significant**.

**CUL-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. ENERGY</b> – would the project:				
a) Result in potentially significant adverse impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. These methods would consist of site clearing/grubbing to remove vegetation, rocks and other debris; grading to create the building pad, parking areas and drive aisles and trenching/excavation to install the subsurface utilities, stormwater infrastructure. With completion of the surface/subsurface work, the building footings and slab would be constructed and then the tilt up wall and roof elements of the building shell would be constructed. From that point, interior and exterior improvements would be made. This would include paving and painting activities. This is standard approach for building construction. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy.

During operation, the building would consume energy associated with electricity use, water/wastewater treatment, employee commuting and fuel associated with the operation of trucks that haul material to/from the facility. The proposed project would be required to

comply with California Energy Code Title 24 requirements in effect at the time buildings are being designed and incorporate water saving features such as the installation of low flow plumbing fixtures and landscaping that minimizes water demand. The Metrolink rail stop is located approximately 0.5 miles south of the site. It is possible that employees would elect to commute by train and walk/bicycle to/from the facility to minimize fuel consumption. These measures would minimize energy demand associated with the facility. A **less than significant** impact would occur under this threshold.

b) The project would construct a new warehouse building with 143,014 square feet of storage in four separate units, 8,127 square feet of mezzanine storage, 8,127 square feet of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312-square foot electrical room. The total building area would be 159,580 square feet and two-stories in height at the highest point. A total of 110 parking spaces would be provided. The project would be designed consistent with the City of Rancho Cucamonga Sustainable Community Action Plan (April 2017) which addresses climate change, potential impacts and mitigation as discussed in Section VIII, *Greenhouse Gas*. Further, annual greenhouse gas (GHG) emissions would be less than what is recommended by the SCAQMD to be considered cumulatively significant. The project would not be in conflict with a state or local plan (i.e., the CARB 2017 scoping plan and related regulations pertaining to reductions in greenhouse gas emissions) regarding renewable energy or energy efficiency. See Section VIII, *Greenhouse Gas*, for a discussion project consistency with the City of Rancho Cucamonga Sustainable Action Plan. **No impact** would under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. <u>GEOLOGY AND SOILS</u> –</b>				
would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. <u>GEOLOGY AND SOILS</u> –</b>				
would the project:				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information is based in part on the results of the *Geotechnical Engineering Investigation*, September 2020, prepared by Coast Geotechnical, Inc. (Appendix D).

a (i-ii) The City of Rancho Cucamonga is located in the northern portion of the Peninsular Ranges geomorphic province, just south of the Transverse Ranges province. At the boundary of the provinces are several thrust faults, where large-scale disturbances have occurred as the Peninsular Ranges collide with the Transverse Ranges. The compressional forces of this

collision are responsible for the uplift of the San Gabriel Mountains. As reported in the General Plan EIR. The nearest known major active fault is the Red Hill Etiwanda Avenue Fault located approximately 3.8 miles from the project site. Other faults close to the site are Cucamonga Fault, San Jacinto Fault, San Andreas Fault and Sierra Madre Fault.

**The Red Hill Fault:** The Red Hill Fault is known as the geologic divide between the Cucamonga and Chino groundwater basins, as it curves around the southern portion of Red Hill in the northern section of the City. This fault is defined by a prominent scarp in the alluvial fan south of Day Canyon and at the southern edge of Red Hill. A large number of small earthquakes (magnitudes 1 to 3) have historically occurred beneath the City of Rancho Cucamonga, some which have epicenters on or near the trace of the Red Hill Fault. The Red Hill fault consists of three segments; Etiwanda Avenue Fault Scarp, Scarp at Red Hill and Buried/Uncertain Segment of the Red Hill Fault. Etiwanda Avenue Fault Scarp which is located approximately 3.8 miles from the site, is the northeastern segment of the Red Hill Fault (mapped near Etiwanda Avenue) and has been shown to be active. This segment has been included in an Alquist-Priolo Earthquake Hazard Zone.

**Cucamonga Fault Zone:** The Cucamonga Fault Zone is a youthful element of the Transverse Ranges family of thrust faults. It is the eastward extension of the Sierra Madre Fault and one of the closest known active faults to the proposed project site. The Cucamonga Fault Zone is composed of a series of east-west trending, north dipping reverse faults that displace Holocene sediments. Northerly to southerly, this frontal fault zone bounds the southern margin of the San Gabriel Mountains to the southern margin of the San Bernardino Mountains, disrupting the flanking Quaternary alluvial fans. The alluvial fan material is composed of modern stream channels and alluvial fan sediments associated with the Upper Santa Ana River Valley. The closest approach of the Cucamonga Fault to the proposed project site is 5 miles.

**San Jacinto Fault Zone:** The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino, southeasterly toward the Brawley area, where it continues south of the international border as the Imperial Fault. The closest approach of the San Jacinto Fault to the proposed project site is 8 miles.

**San Andreas Fault:** The San Andreas fault is the longest fault in California. The San Andreas fault extends from Cape Mendocino in northern California to the Salton Sea, a distance of about 700 miles (over 1000 kilometers). The closest portion of the San Andreas fault to the site is about 11.9 miles.

The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (General Plan Update EIR, Figure 4.7-2). There are no known active or potentially active faults traversing the project site. The site is not located within an Alquist-Priolo Earthquake Zone. Thus, the risk of ground rupture resulting from fault displacement beneath the site is low. However, during the life of the proposed improvements, the property will likely experience moderate to occasionally high ground



shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. Site preparation and construction of building foundations consistent with recommendations in the Geotechnical Investigation (Appendix D) and current California Building Code (CBC) requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant**.

a (iii) Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction.

A review of groundwater depths in the City shows three small areas - south of Base Line Road, west of Hellman Avenue, and north of the Red Hill Fault - where groundwater is within 50 feet of the surface. This is caused by impediments to groundwater flow. However, regional mapping indicates that much of the sediment in these areas may be too dense to liquefy (General Plan Update EIR, 2010). Borings were advanced to a depth of 31.5 feet during field work performed for the Phase I ESA in 2002. No groundwater was encountered. Seasonal and long-term fluctuations in the groundwater may occur as a result of variations in subsurface conditions, rainfall, run-off conditions, and other factors. Thus, groundwater within the project area is likely of sufficient depth that liquefaction during a seismic event is unlikely. The potential for encountering groundwater and related impacts associated with liquefaction at the subject site is considered low. Impacts would be **less than significant**.

a (iv) The project site is flat as are the parcels surrounding the site. Further, the site has no adverse geologic conditions or weak earth materials. **No impact** with respect to landslides is anticipated.

b) As noted, the site is flat which limits erosion potential. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section IX, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant**.

c) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. These conditions can also contribute to lateral spreading

which is caused by the lateral movement of non-liquified soils along zones of liquified soils. Seismic settlement may also occur, with differential settlement causing building damage over time.

As stated in the Geotechnical Engineering Investigation (Appendix D), these hazards would be reduced with proper site preparation involving densifying subsurface soils and designing foundations to accommodate a limited degree of differential settlement from seismic shaking. No groundwater was encountered during geotechnical borings. Further, the site has dense subsurface soil conditions. Thus, potential impacts related to land subsidence or lateral spreading would be **less than significant**.

d) As stated in the General Plan EIR, Section 4.7, *Geology/Soils*, expansive soils are soils with a significant amount of clay particles that have the ability to shrink or swell with water. When these soils swell, they exert pressure on building foundations and may cause damage. Soils in the City of Rancho Cucamonga and its sphere of influence have relatively low amounts of clay and no soil expansion hazards are present. **No impact** would occur under this threshold.

e) The proposed project would connect to the existing sewer system. No septic systems would be installed on-site as part of the project. **No impact** would occur under this threshold.

f) As referenced in the General Plan Update Draft EIR (2010), the City of Rancho Cucamonga is underlain by a variety of bedrock types. These include some exposures of gneissic metamorphic rocks; exposures of younger Quaternary alluvium derived as fan deposits from the San Bernardino Mountains with some fluvial deposits in drainages; younger Quaternary alluvium exposed across the entire northeastern portion of the City with some fluvial deposits in the intermittent drainages; and exposures of older fan deposits around Red Hill in the southwestern portion of the City. Research performed at the Natural History Museum of Los Angeles County indicates that the majority of the City consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils; however, there may be sedimentary deposits at a greater depth.

Though never developed, the site has been disturbed over time. Portions have been excavated to remove slag and heavy metal impacted soils. The Geotechnical Report states that soils below the site to a depth of 16 feet are comprised of native soil containing alluvial sand, fine to coarse-grained, silty, gravelly, dry to damp material. The project would not excavate more than approximately four feet below grade for the building footings, utilities and related improvements. As described above, the surficial sediment at depths that would be encountered by project excavations are unlikely to contain vertebrate fossils. No paleontological resources were discovered during remediation activities nor are these resources known to occur in the area, particularly at depths that would be excavated by the project. Excavation depths would be limited to that needed to grade the site and construct building foundations and subsurface utilities and improvements. Impacts are expected to be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS-</b>				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material provided herein is summarized from the *Jersey Industrial Complex Air Quality/Greenhouse Gas Study* prepared by Birdseye Planning Group, LLC, May 2020 (Appendix A).

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O<sub>x</sub>), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C (61° F) cooler. However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically

involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Potential GHG impacts are evaluated per the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons CO<sub>2</sub>E per year. GHG emissions associated with the project's construction period were estimated using the CalEEMod computer program. CalEEMod input parameters and output files are shown in Appendix A.

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. The project-related construction emissions are spread over approximately 12 months from mid2021 to mid-2022. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. The SCAQMD has recommended amortizing construction-related emissions over a 30-year period (SCAQMD 2008). Construction of the project would generate approximately 531 metric tons of GHG emissions during construction. Amortized over 30 years, the project would generate 18 metric tons per year as shown in Table 5 below.

Table 5 also shows the new construction, operational, and mobile GHG emissions associated with the proposed project. Long-term operational emissions relate to energy use, solid waste, water use, and transportation. Each source is shown below.

**Table 5**  
**Combined Annual Greenhouse Gas Emissions**

<b>Emission Source</b>	<b>Annual Emissions (CO<sub>2</sub>E)</b>
<b>Construction</b>	18 metric tons
<b>Operational</b>	
Energy	162 metric tons
Solid Waste	19 metric tons
Water	204 metric tons
<b>Mobile</b>	616 metric tons
<b>Total</b>	<b>1,019 metric tons</b>

*See Appendix A for CalEEMod software program output*

The estimated project emissions would be 1,019 MT CO<sub>2</sub>E annually. This would be less than 3,000 MT CO<sub>2</sub>E annually; and thus, would not require mitigation measures to reduce emissions. GHG emissions would be **less than significant**.

b) The proposed project would entail construction and operation of a new warehouse/storage building with offices and related improvements. As discussed, the project would not exceed the thresholds of significance established for the evaluation of individual projects for GHG

emissions. With respect to consistency with plans or policies related to GHG emissions, the City of Rancho Cucamonga Sustainable Community Action Plan (April 2017) was reviewed to evaluate project consistency with applicable goals and policies.

### **Sustainable Community Action Plan**

The Rancho Cucamonga Sustainable Community Action Plan (April 2017) summarizes the direction and future goals for sustainability in Rancho Cucamonga and is the result of a collaborative effort between residents, local businesses, community organizations, students, City staff and elected officials, and regional agencies. The Land Use, Open Space Goals and Policies section supports City Council mid- and long-range planning goals regarding sustainable land use decisions, open space enhancement and revitalization. The Green Building Performance section addresses the construction of energy efficient buildings that reduce overall demand for conventional forms of electricity and use of natural gas. The Water+Wastewater section addresses policies and methods to reduce potable water use and generation of wastewater. A directive incorporated into the Sustainable Community Action Plan focuses on developing standards to address mixed use, high density, Transit Oriented Development in underperforming or underutilized areas. Specific components of the project that would incorporate goals and policies within the Sustainable Community Action Plan focus on energy conservation, construction of buildings that are consistent with green building standards, reduced demand for potable water and achieving a 75% reduction of solid waste generated by the project that enters area landfills.

The proposed site is zoned Minimum Impact/Heavy Industrial and the proposed project is permitted outright within this zone per the zoning code. The project would be constructed on a vacant site within an existing industrial area and surrounding by existing industrial uses. The building would be designed consistent with Title 24 of the California Energy Code and applicable elements of the CalGreen green building standards code. The project would implement a water reduction program designed to reduce water consumption by 20% as required by Executive Order B-25-15 and implement a recycling program with a goal of recycling 75% of all waste material consistent with AB 341.

Striped shoulders are located on both Milliken Avenue and Jersey Boulevard. Milliken Avenue is a designated bicycle route in the General Plan Mobility Element. The project would be conditioned to make frontage improvements (i.e., sidewalk/curb/gutter) to ensure consistency with City of Rancho Cucamonga standards and facilitate pedestrian access within the area. Omnitrans Route 82 provides transit service along Milliken Avenue at the Jersey Boulevard intersection.

Consistent with the Sustainable Community Action Plan, the project would facilitate use of an underutilized infill industrial site located in proximity to alternative transportation options. Based on these project characteristics, the project supports applicable Sustainable Community Action Plan policies intended to reduce GHG emissions generated within the City of Rancho Cucamonga.

The project would implement a water reduction program designed to reduce water consumption by 20% as required by Executive Order B-25-15 and implement a recycling program with a goal of recycling 75% of all waste material consistent with AB 341. Based on the project characteristics and related actions, the project supports applicable Sustainable Community Action Plan policies intended to reduce GHG emissions generated within the City of Rancho Cucamonga.

The project would be consistent with the purpose and intent of the Sustainability Community Action Plan as discussed above. GHG emissions would be less than 3,000 metric tons of CO<sub>2</sub>e annually, the significance threshold recommended by SCAQMD. For these reasons, the project would not impede or delay local or statewide initiatives to reduce GHG emissions. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:</b>				
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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material provided herein is, in part, summarized from the *Site Remediation Report* prepared by SCS Engineers, Inc., July 2020 (Appendix E).

a, b) The proposed project would be a new warehouse/storage building with offices and related improvements. Construction would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site via service trucks. Materials hazardous to humans, wildlife, and sensitive environments would be present during construction of the proposed project. These materials include fuels, equipment fluids, cleaning solutions and solvents, and lubricants.

Direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials would be minimized by using a fuel/lubricant vendor and absorptive pads and related materials to absorb fluids during fueling activities. This would avoid the need to store hazardous chemicals on-site. State, and local regulations, including those implemented by the California Division of Occupational Safety and Health, San Bernardino County Department of Public Health and San Bernardino County Fire Department programs address the regulation and remediation of hazardous materials and hazardous wastes in the County. Methods would be implemented to avoid accidental spills and/or minimize any impact should accidental spills occur. Compliance with requirements that provide safety and control measures for those

materials handled on-site, would avoid potentially significant hazards to the public or the environment during construction.

During operation of the project, hazardous materials may be stored on the site. It is unknown at this time what tenants would occupy the facility; thus, it is assumed that hazardous materials could be transported to/from and stored on-site.

An increase in the transport of hazardous materials would be limited to areas along selected major transportation corridors, where commercial uses and industrial uses would be concentrated. One designated hazardous materials transportation route, Interstate 10 (I-10), passes through the City and south of the project site. It is presumed trucks transporting hazardous materials to/from the project site would use I-10 and Milliken Avenue as the primary route of travel.

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Haulers would be required to comply with regulations and permitting requirements associated with transporting hazardous materials. Compliance with applicable regulations and procedures would reduce potential impacts associated with the transport of hazardous materials to less than significant.

With respect to storing hazardous materials, the Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the federal Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control law (Title 22 CFR Chapter 6.5). Both laws impose regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies (CUPA), including the San Bernardino County Fire Department. Any hazardous materials stored on-site would be required to comply with regulations referenced above. This would minimize any adverse impacts associated with the storage of hazardous materials on the project site.

c) The nearest school to the project site is the Rancho Cucamonga Middle School which is located at 10022 Feron Boulevard in Rancho Cucamonga approximately 2.6 miles west of the site. Cucamonga Elementary School is located at 8677 Archibald Avenue approximately 2.9 miles west of the site. Both schools are located more than ¼ mile from the site. **No impact** would under this threshold.

d) Slag fill material was identified on the site during preparation of a Phase I ESA in 2002. A Phase II Investigation was performed in August 2015. Research indicated the material was deposited on-site sometime between 1994 and 2002 based on aerial photographs. Testing

determined the material was hazardous based on elevated concentrations of metal, primarily lead. The material comprised approximately 12,000 cubic yards which was removed as part of the remediation process in late 2019/early 2020. The site is not on the Cortese List because it is not on the databases maintained by either the Department of Toxic Substance Control (DTSC) or the State Water Resources Control Board. Further, there are no Cortese listed sites located in proximity to the project site. The site was remediated consistent with the Phase II Investigation and remediation plan; however, no state or local Certified Uniform Program Agency (CUPA) oversight occurred. As referenced in the Site Remediation Report (July 2020), a total of 12,364 tons of hazardous material was removed from the site and disposed of as non-hazardous waste at the La Paz County landfill, Arizona.

Based on the amount of material excavated and disposed of offsite, visual evidence and verification sampling of remaining soils, it was concluded that constituents within the soil remaining on-site is below the agreed upon DTSC regulatory cleanup levels. The selected cleanup goals were based on a residential redevelopment scenario, which is more conservative than the proposed commercial warehouse redevelopment of the property. Further, the material removed was located on the northern portion of the site where the truck parking and loading areas would be located. This area is now covered in clean fill material and would be capped with asphalt after construction. Based on these facts, there would be **no impact** associated with hazards or hazardous materials.

e) Ontario International Airport is located approximately 3.8 miles southwest of the project site. The proposed project is located within the Airport Influence Area and Airport Land Use Compatibility Zone E as shown in the Ontario Airport Land Use Compatibility Plan (ALUCP) Map 2-1 (April 2011). There are no specific land use constraints within Zone E that would apply to the project. The proposed project would not result in a safety concern for people residing in proximity to Ontario International Airport. **No impact** would occur under this threshold.

f) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. Access to areas surrounding the site via Milliken Avenue and Jersey Boulevard would be maintained. **No impact** would occur.

g) The project site is located in a developed industrial area. It is not located in Hazardous Fire Area (Rancho Cucamonga General Plan EIR 2010, Exhibit 4.8-2). To minimize the potential for structural damage from fire, the project would be constructed consistent with current fire code and with approval from the City of Rancho Cucamonga Fire Department. The project would minimize the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 surveys, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface water runoff which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Otherwise impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami or seiche risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:</b>				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material provided herein is summarized from the *Hydrology Study* prepared by the Land Development Design Company, Inc., April 2020 (Appendix F).

a) Per the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES No. CAS 618036) Section XI.D.3, all applicants for development permits must submit a preliminary project-specific Water Quality Management Plan (WQMP) which identifies how the discharge of pollutants into the storm water and/or runoff discharged into the storm drain system would be treated to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permit.

In compliance with this permit, the City of Rancho Cucamonga prepared guidelines for the preparation of WQMPs. A WQMP is required as part of the permit process and commits the developer to the implementation of long-term BMPs. The applicant has prepared a draft WQMP containing BMPs that are intended to prohibit non-storm water discharges from entering the storm drain system and that would reduce the discharge of pollutants from storm water conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of storm water to prevent hydrologic conditions of concern (HCOC)—including flooding, erosion, scour, sedimentation, natural habitats, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies—if the facilities have not been engineered to their ultimate capacities or if natural conditions are present.

The project site is vacant. On-site drainage would be modified as a result of project construction as referenced in the Hydrology Study (April 2020). The project would create approximately 6.5-acres of new impervious surfaces (i.e., asphalt, concrete and rooftops). The remaining square footage would be pervious landscaped areas along the street frontage.

Currently, the project site sheets storm flows in a southeasterly direction into an existing basin located at the southeastern corner of the site. An existing corrugated metal pipe riser located within the basin intercepts storm water runoff and discharges to a public catch basin south of that location and in the right-of-way of Jersey Boulevard.

Proposed drainage patterns mimic the existing drainage pattern by directing storm water runoff to the southeastern corner of the property. The project would be designed to convey surface flows into an underground system where it would be treated prior to percolation into subsurface soils. The project would not substantially degrade water quality or otherwise violate discharge standards. Impacts would be **less than significant**.

b) There are two groundwater basins that underlie Coachella Valley Water District (CVWD) service area: Chino Basin and Cucamonga Basin. The site is located over the Chino Basin. The Chino Basin is one of the largest groundwater basins in Southern California containing approximately 6,000,000 acre-feet of water and has an unused storage capacity of approximately 1,000,000 acre-feet. The Chino Basin consists of approximately 235 square miles of the upper Santa Ana River watershed and lies within portions of San Bernardino, Riverside, and Los Angeles counties. Recharge to the groundwater is predominantly from percolation of direct precipitation and infiltration of stream flow from the surrounding mountains and hills, and from the Santa Ana River.

The site is currently pervious; and thus, some groundwater recharge may occur during precipitation events. Post-construction, the majority of the site would be impervious. However, all stormwater would be retained and allowed to percolate into the soil. The project would change how the groundwater is recharged on-site; however, overall recharge volumes within the basin would not change. The groundwater basin is managed by CVWD conjunctively with other water districts to ensure sustainable supplies are available. Thus, the project would not directly interfere with groundwater recharge or contribute to depletion of the Chino Basin. A **less than significant impact** would occur.

c)

i) While the project would modify on-site drainage, it would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. The project would require preparation of a Water Quality Management Plan (WQMP) which will provide Best Management Practices (BMPs) to address off-site erosion of disturbed soils during construction. Construction of the stormwater treatment system would retain the design capture volume for the project and convey flows into a subsurface system where water would percolate into the soils. t. With implementation of the stormwater system as designed, no off-site erosion or siltation would occur. Impacts would be **less than significant**.

ii) The project would be designed to mimic existing drainage patterns; however, drainage would be modified to capture, retain and treat on-site flows. There would be two drainage areas on the site. Drainage Area A consists of the northern half of the project site. Storm water would sheet across paved surfaces and landscaping in a southeasterly direction to be intercepted by a total of six inlets located along the loading docks. The inlets would intercept flows and discharge into the proposed on-site storm drain system, which would convey flows to the proposed underground storage infiltration system located at the southeasterly corner of the site.



Drainage Area B consists of the southern half of the project site. Storm water would sheet across paved areas and landscaping in a southeasterly direction to be intercepted by concrete gutters. Gutters would convey flows east to three inlets located along the southern boundary of the site. The inlets will intercept flows and discharge into the proposed on-site storm drain system, which will then convey flows to the same proposed underground storage infiltration system as Drainage Area A. The proposed infiltration system will infiltrate storm water into native soils. The design capture volumes for each drainage area were calculated for 10-year and 100-year storm events based on the size of the impervious area and volumes of water expected to be generated. The flow volumes were used to design the detention system to store the estimated design capture volumes and allow infiltration into the soils within 48 hours. Overflows would be intercepted by the existing outlet pipe discharging into the existing public catch basin in the right-of-way of Jersey Boulevard.

The volume of storm water runoff generated by the proposed development increases from the volume generated by the pre-developed site, by 3,387 CF for a 10-year event and 7,524 CF for a 100-year event. The volume of retention provided by the proposed underground storage infiltration system is greater than the increase in said runoff. Therefore, the project will not increase the discharge of stormwater runoff from the project site.

The project would increase the rate of on-site runoff as the majority of the site would be impervious after construction. The on-site stormwater system would be designed to retain the design capture volumes for the project. As referenced, the project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows. All on-site drainage would be managed to ensure pre-construction flows off-site are maintained.

No off-site stormflows enter the property. The property adjacent to the northerly boundary of the project site directs storm water to an existing landscape swale to the north on the adjacent property. This swale conveys flows easterly to an existing underwalk drain that discharges flows into the right of way of Milliken Avenue. Flows convey south to Jersey Boulevard and into an underground stormwater system.

The project would not expose people or structures to flood hazard from severe storm events. A **less than significant** impact would occur under this threshold.

iii) As referenced, no off-site flows would enter the project site. The on-site stormwater system would be designed to retain the capture volumes for the project. The project would not exceed the capacity of existing or planned stormwater drainage systems. All runoff from the impervious areas on the site would enter the subsurface detention system where it would percolate into the soil. The project would not generate substantial additional sources of polluted runoff. Impacts would be **less than significant** under this threshold.

iv) The project will not incorporate features that would impede storm flows or other drainage features such that on- or off-site flooding would occur. As referenced, on-site drainage would be conveyed into filtered inlets and an underground storage infiltration system for

further treatment. Impacts would be **less than significant** under this threshold.

d) The project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06071C8635J, September 2014). Thus, no flooding would occur during a 100-year flood event. The project site is not located in proximity to any open water bodies or reservoirs. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland from the Pacific Ocean and is not subject to tsunami hazard. There are no inland bodies of water located in proximity to the site that could impact the site from a seiche. The project site is generally flat; thus, the project would not be subject to a mudflow hazard. The project would not be inundated during a flood event, dam failure, seiche or tsunami. **No impact** would occur.

e) This section provides an evaluation of project consistency with the following plans: Water Quality Control Plan for the Santa Ana River Basin and Municipal Separate Storm Sewer System (MS4) Permit. There is no groundwater management plan for the Chino Basin as it is currently adjudicated.

#### ***Water Quality Control Plan for the Santa Ana River Basin***

The *Water Quality Control Plan for the Santa Ana River Basin* (February 2016) is intended to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana River watershed. The Basin Plan provides water quality standards for water resources in the Santa Ana River and its watershed and includes an implementation plan to maintain these standards. The standards serve as the basis for the basin's regulatory programs. Basin Plan implementation occurs primarily through issuance of individual Waste Discharge Requirements (WDRs); discharge prohibitions; water quality certifications; programs for salt management, non-point sources, and storm water; and monitoring and regulatory enforcement actions, as necessary. As discussed herein, the project would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the Santa Ana River. All runoff would be retained on-site and allowed to percolate into the soil. The project would not conflict with water quality goals provided in the Santa Ana River Basin Plan

#### ***Municipal Separate Storm Sewer System (MS4) Permit***

In 2002, the Santa Ana Regional Water Quality Control Board (RWQCB) issued an National Pollutant Discharge Elimination System (NPDES) Storm Water Permit and Waste Discharge Requirements (WDRs) (Order No. R8-2002-0012) under the federal Clean Water Act and the Porter-Cologne Act for discharges of storm water runoff, snowmelt runoff, surface runoff, and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside Counties. The City of Rancho Cucamonga is within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Bernardino and Riverside Counties and the proposed permit for San Bernardino County. The County and cities within the County are co-permittees under the MS4 permit, and have legal authority to enforce

the terms of the permit in their jurisdictions.

The ultimate goal of the MS4 Permit and the related urban storm water management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate storm water quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require the development of a Water Quality Management Plan that identifies post-construction BMPs to reduce discharges of pollutants into storm water. As discussed, the project would not release polluted discharge into the stormwater system or into an off-site surface water resource. All flows would be retained on-site and allowed to percolate into the soils. The project would not impact water quality goals specified in the WDRs referenced above. The project would be consistent with the City of Rancho Cucamonga MS4 Permit. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. <u>LAND USE AND PLANNING</u> --</b>				
Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project would develop a new warehouse/storage building with offices and related improvements. The project would be an industrial warehouse facility. As referenced, it is consistent with the General Plan land use designation (General Industrial) and permitted in the MI/HI zoning district per Table 17.30.030-1 in the municipal code. The site is located in an area with warehouse/industrial uses to the north, east and west and a fire station to the south. Land in proximity to the site is zoned MI/HI and contains similar uses. The proposed project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. **No impact** would occur.

b) As referenced above, the project would be a warehouse facility and consistent with the City of Rancho Cucamonga Zoning Code and General Plan designation for the site. . There are no Habitat Conservation Plans that apply to the project site. See Section IV, Biological Resources (e) for a discussion regarding applicable natural resource plans.

The following summarizes Goals and Policies within Rancho Cucamonga General Plan Land Use Element that apply to the proposed project.

GOAL LU-3: Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.

Policy LU-3.2: Encourage a mix of retail, service, industrial and manufacturing, and professional uses that creates diverse, well-paying employment opportunities.

**Implementation Action:** Focus economic development initiatives on infill sites and on businesses that can provide a range of employment opportunities for skilled and professional workers.

**Consistent.** The proposed project would provide an industrial warehousing facility within an industrial area of the City that will create new employment opportunities.

Policy LU-3.7: Encourage new development projects to build on vacant infill sites within a built-out area, and/or redevelop previously developed properties that are underutilized.

**Implementation Action:** Develop specific economic strategies for commerce within the Focus Areas of Foothill Boulevard, South Haven Avenue, Southwest sections, and Southeast parts of the city.

**Consistent.** The project would be constructed within an industrial area on an infill site surrounded by existing development to the north, south and east. The site is located in the southeastern portion of the City.

The proposed project would be consistent with applicable General Plan goals and policies. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. <u>MINERAL RESOURCES</u> --</b>				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XII. MINERAL RESOURCES --

Would the project:

- 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a, b) The City of Rancho Cucamonga General Plan (2010) EIR (Exhibit 4.11-1) includes the project site in an area designated Mineral Resource Zone (MRZ)-2. An MRZ-2 designation indicates significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled. The project site is not part of an area known to have significant local sand and gravel resources. As stated in the General Plan EIR, the mineral resources are primarily sand and gravel deposits within the alluvial fans in and near Lytle Creek (San Sevaine Wash and Etiwanda Creek), San Antonio Creek, Cucamonga Creek, Deer Creek, and Day Creek. These alluvial fans generally start at the canyons at the base of the San Gabriel Mountains, north of the City. While the northern portion of these fans remain undeveloped, the creeks have been channelized in and near the City of Rancho Cucamonga and in developed areas along creeks. The General Plan further designates Regional Significant Aggregate Resources along the Day Creek and Deer Creek channels north and west of the site. As referenced, the project site has not been developed; however, it has been heavily disturbed and is located within a developed industrial area. While the on-site soil is comprised of alluvium, the project would be developed consistent with the General Plan Land Use Element and MI/HI zoning designation. Further, the site is not located in an area of known sand and gravel deposits within alluvial fans as described above nor would development preclude mining these resources where they are known to occur within the City. **No impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XIII. NOISE – Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. <u>NOISE</u></b> – Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material provided herein is summarized from the *Jersey Industrial Complex Noise Study* prepared by Birdseye Planning Group, LLC, May 2020 (Appendix G).

Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are



in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically,  $L_{eq}$  is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level ( $L_{dn}$ ) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly  $L_{eq}$  over a 24-hour period. The  $L_{dn}$  is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the  $L_{dn}$ , except it also adds a 5-dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, September 2018). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

## Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the City of Rancho Cucamonga. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example,

the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening (+5 dBA) and nighttime hours (+10 dBA). An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be somewhere between 0.2 and 2.0 inches/second (California Department of Transportation, 2013).

City of Rancho Cucamonga Noise Ordinance. Noise within the City of Rancho Cucamonga is regulated per Municipal Code Section 17.66.050. The proposed project site is a Zone II noise receptor which are defined as commercial properties and encompasses industrial properties. The project is a warehouse facility; and thus, is considered a Zone II property. Regulations applying to Zone II properties apply to the proposed project. As referenced, the site is zoned MI/HI; and thus, is subject to Class C performance standards specified in Table 17.66.110-1 of the Municipal Code. Noise related standards are summarized as follows:

- Noise levels are limited to 85 dB at the lot line and 65 dB at a residential property line;
- Where a use occupies a lot abutting or separated by a street from a lot within the designated Class A (Industrial Park) or Class B (General Industrial) performance standard or residential property, the performance standard of the abutting property shall apply at the common or facing lot line;

- All uses shall be operated so as not to generate vibration discernible without instruments by the average person beyond 600 feet from where the source is located. Vibration caused by motor vehicles, trains, and temporary construction and demolition is exempted from this standard.

Section 17.66.050(D)(4) of the Municipal Code exempts sources of noise associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided when adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

Section 17.66.050 (F)(1) of the Rancho Cucamonga Municipal Code Table 17.66.050-1, establishes standards concerning acceptable noise levels for residential areas. For residential uses, code allows an interior noise level of 45 dBA from 10:00 p.m. to 7:00 a.m. and 50 dBA from 7:00 a.m. to 10:00 p.m. Exterior noise levels are 60 dBA from 10:00 p.m. to 7:00 a.m. and 65 dBA from 7:00 a.m. to 10:00 p.m. For the purpose of this evaluation, a threshold of 45 dBA Leq is used to determine impact significance for interior noise levels at the nearest residential receivers.

For CEQA review purposes, it is necessary to determine whether the project would create a substantial permanent noise increase. A noise increase greater than 3 dBA is readily perceptible to the average human ear. Thus, 3 dBA is the level that is considered a substantial noise increase. Properties surrounding the site are zoned MI/HI; and thus, have the same operational standards as the project site. The facility is a warehouse which is not expected to generate noise levels that exceed 85 dB at the lot line. Thus, operational noise associated with the proposed project would be primarily associated with traffic. Traffic noise associated with the project would have a significant impact if it increases traffic noise levels by 3 dBA or more at nearby Zone I (residential) properties. As referenced, the nearest residences are multifamily apartments located on the west side of Milliken Avenue approximately 0.5 miles south of the site. Existing noise levels at the Solamonte Apartment units fronting Milliken Avenue currently exceed 65 dBA; thus, impact significance is determined based on whether noise levels would noticeably change (i.e., +/- 3 dBA) from baseline conditions with operation of the proposed project.

a) **Construction Noise.** Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 6. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

**Table 6**  
**Typical Construction Equipment Noise Levels**

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Driver 12,000 to 18,000 ft-lb/blow	81-96	93
Rock Drills	83-99	96
Jack Hammers	75-85	82
Pneumatic Tools	78-88	85
Pumps	74-84	80
Scrapers	83-91	87
Haul Trucks	83-94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Dozers	77-90	85
Tractors	77-82	80
Front-End Loaders	77-90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81-90	86
Graders	79-89	86
Air Compressors	76-89	86
Trucks	81-87	86
Trencher	73-80	80

*Source: Bolt, Beranek & Newman, Noise Control for Buildings and Manufacturing Plants, 1987.*

*dBA = A-weighted decibels, ft-lb/blow = foot-pounds per blow*

As referenced above, Section 17.66.050(D)(4) of the Rancho Cucamonga Municipal Code exempts noise or vibration created by construction, repair, remodeling, or grading of any real

property or during authorized seismic surveys, provided that when adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line. In this case, the site is not located adjacent to a residential area nor would construction noise be audible at the Solamonte Apartments, the nearest residential receiver which is located 0.5 miles south of the site. However, for the purpose of addressing impacts, noise levels at adjacent properties during construction are estimated.

Construction of the proposed improvements may utilize, dozers, tractors, loaders, trucks and a variety of other types of equipment as individual phases of the construction process progress. Noise levels associated with the equipment commonly used will range from 80 to 88 dBA at 50 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. Noise levels at 25 feet from an active construction area would be approximately 88 dBA and would attenuate to 72 dBA or less at 100 feet or more. Thus, noise levels are likely to periodically reach or exceed 85-dBA at the property line. However, adjacent uses are Zone II industrial and manufacturing businesses and construction noise at the site would not be audible at the Solamonte Apartments. As referenced, the site is zoned MI/HI; and thus, is subject to Class C performance standards specified in Table 17.66.110-1 of the Municipal Code. Section 17.66.050(D)(4) of the Municipal Code exempts construction noise within non-residential areas. Thus, noise levels that reach or exceed 85 dBA at the project property line during construction would be **less than significant**.

**Exterior Traffic Noise.** Traffic is the primary noise source that would be generated by the proposed project. Existing measured noise levels exceed the daytime exterior residential standard (65 dBA) at the Solamonte Apartments, the nearest residences to the project site (0.5 miles south of the site). Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause a noticeable (i.e., +3 dBA) increase in the Leq.

The segment of Milliken Avenue between Azusa Court and 6<sup>th</sup> Street was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes for project calculations were obtained from the Trip Generation Study (March 2020). Traffic counts obtained during monitoring were used to represent baseline conditions.

Modeled baseline noise levels are shown in Table 7. As shown, the 65 dBA Leq standard is exceeded (68.2 dBA) under baseline conditions. Project traffic was conservatively assumed to be

comprised of heavy trucks. A total of 15 trucks were added to each north and southbound segment of Milliken Avenue modeled to simulate 30 peak hour truck trips on the segments north and south of Receiver 1. Peak hour noise levels at Receiver 1 would increase by 0.7 dBA. The proposed project would have no perceptible impact on sound levels at the nearest receiver to the project site.

**Table 7**  
**Modeled Noise Levels**

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
Site 1 – 9200 Milliken Avenue	68.2	Yes	68.9	+0.7	No

**Interior Traffic Noise.** California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures and up to a 30-dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g. heating and air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at Solamonte Apartment units facing Milliken Avenue would be approximately 39 dBA which would be below the 50-dBA daytime interior standard and 45-dBA nighttime standard.

*HVAC Systems.* The HVAC system proposed for use on the site has not been specified and noise levels vary depending on the size of the system. However, multiple HVAC systems may be installed on the roof-top of the warehouse/storage building. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the roof top equipment and ventilation openings (Illingsworth & Rodkin, 2011). Assuming HVAC units are installed at the center of the roof top, a 70-dBA reference noise level would attenuate to 46 dBA at 80 feet from the source. Noise levels from HVAC equipment would not be audible at the property line and less than the 65 dBA interior standard. A **less than significant** impact would occur under this threshold.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne



vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. There are no existing activities observed in the area that generate perceptible groundborne vibration.

Activities on Zone II, Class C properties that generate vibration, including motor vehicles and trains operation and temporary construction and demolition is exempted from the Class C performance standard referenced in Table 17.66.110-1 of the Municipal Code above. Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be similar to those associated with a large bulldozer, typical groundborne vibration levels would be 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 8.

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity is not expected. General construction associated with the project would be confined to the project site and consist of grading, excavations for building footings. The closest residences are multifamily apartments located approximately 0.5 miles south of the site along the west side of Milliken Avenue (Solamonte Apartments). Based on the information presented in Table 8, vibration associated with the project would not be perceptible at the nearest receiver during construction assuming a bulldozer is the heaviest piece of equipment used during grading or site clearing.

**Table 8**  
**Typical Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: FTA, 2018

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. No fragile buildings are located in proximity to the project site; however, vibration levels are projected to be under this threshold. Structural damage is not expected to occur as a result of construction activities associated with the proposed project. Thus, vibration occurring during construction of each phase would be **less than significant**.

c) The project site is located approximately 3.8 miles northwest of Ontario International Airport. There are no private airstrips in proximity to the site. The proposed project is located within the Airport Influence Area and Airport Land Use Compatibility Zone E as shown in the Ontario Airport Land Use Compatibility Plan (ALUCP) Map 2-1 (April 2011). No airport noise limits are associated with Zone E. **No impact** would occur under this threshold.

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

a) The proposed project consists of a new warehouse/storage building with offices and related improvements on a 7.39-acre site. The project site is vacant. No housing would be removed to accommodate the project. As referenced, the project is consistent with zoning and the General Plan designation for the site. The project would not construct unanticipated housing nor would it extend roads or other infrastructure into previously unserved areas. Thus, the project would not directly or indirectly induce population growth directly as a result of new development.. All improvements would occur on the project site. **No impact** related to population growth would result from project implementation.

b) The project site is vacant. Project implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XV. PUBLIC SERVICES

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a (i-v) The Rancho Cucamonga Fire Protection District provides fire and emergency medical services to the City of Rancho Cucamonga. Fire Station 174 is the nearest station to the project site. It is located at 11297 Jersey Boulevard approximately 400 feet south of the site. Like any development project, the project may increase demand for fire service; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Rancho Cucamonga General Plan Update (2010). Further, the project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. Given the proximity of an existing fire station and the fact that the project will not provide housing or increase the population within the general area, the project would not require the construction of a new fire station to maintain service ratios.

Law enforcement services in the City of Rancho Cucamonga Police Department are provided by the San Bernardino County Sheriff's Department. The Sheriff's Department has approximately 187 deputies assigned to the City of Rancho Cucamonga operating from headquarters located at 10510 Civic Center Drive. The project could potentially increase demand for law enforcement services by increasing activity in the area. However, the project is consistent with the land use

designation for the site and would not increase the population in the area beyond what was anticipated in the Rancho Cucamonga General Plan Update (2010). Impact fees paid by the applicant would contribute to financial resources needed to continue providing law enforcement services city-wide. The impact fees are assessed based on the historic demand for police services calculated as part of the Development Impact Fee Study Report (April 2014). Industrial facilities have historically had the lowest demand (i.e., 0.33 calls per 1,000 square feet) for police services of any land use type in the City of Rancho Cucamonga. The project would likely generate demand for police services; however, the impact fees assessed would be used to fund a portion of police department operations. The project would not be of the size or scale that would warrant the construction of new or expanded Police Department facilities. The nearest school to the project site is the Rancho Cucamonga Middle School which is located at 10022 Feron Boulevard in Rancho Cucamonga approximately 2.6 miles west of the site. Cucamonga Elementary School is located at 8677 Archibald Avenue approximately 2.9 miles west of the site. The project would not cause or contribute to population growth; thus, it would not affect demand for school services or require the construction of new schools.

The City of Rancho Cucamonga has two branch libraries. The Rancho Cucamonga Public Library located at 12505 Cultural Center Drive is the closest library to the project site. The project would not increase the population of Rancho Cucamonga or otherwise affect demand for library services. No new or expanded library services would be required.

Ralph M. Lewis Park is the nearest park to the project site. It is located at 7898 Elm Street in the City of Rancho Cucamonga approximately 1.3 miles north of the project site. The project would not increase the population of Rancho Cucamonga or otherwise affect demand for park facilities. The project would not remove park or recreational facilities that would require replacement elsewhere.

The project would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. As noted, an increase in demand for fire and police services may occur. This would be **less than significant**. **No impact** would occur to school, recreation or other services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XVI. RECREATION --

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

☐
☐
☐
☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVI. RECREATION --**

occur or be accelerated?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-b) The City of Rancho Cucamonga has approximately 347.6 acres of parkland and recreational facilities. These include 25 neighborhood parks, 3 community parks, and 8 special use facilities. As referenced in the General Plan EIR, the City's proposed Land Use Plan includes 445 acres of land in the City designated as Parks, along with 353 acres in the City and 983 acres in the SOI designated as Conservation areas, and another 1,711 acres in the City and 1,753 acres in the SOI designated as Flood Control/Utility Corridors and that may be utilized for trails. In addition, 130 acres are designated as Civic/Regional and includes areas developed with community centers. Also, 483 acres in the City and 2,496 acres in the sphere of influence are designated as Open Space and will remain largely undeveloped. Another 558 acres are designated as Schools and provide joint-use recreational facilities and areas that may be utilized for various recreational uses.

The proposed project would provide on-site warehouse/storage facilities. It would not result in additional residences or otherwise increase demand for recreational services or facilities. No additional park land would be required to accommodate the project, nor would staff contribute to an exceedance of the capacity of existing park capacity. The payment of impact fees by the project applicant, if required, would contribute to funding available for improvements to existing park resources. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVII. TRANSPORTATION --** Would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit,

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVII. TRANSPORTATION</b> -- Would the project:				
roadway, bicycle and pedestrian facilities?				
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information within this section was obtained in part from the *Trip Generation Memorandum/VMT Analysis for the Jersey Industrial Complex*, prepared by Mizuta Traffic Consulting, Inc., November 2020 (Appendix H).

a) Striped shoulders are located on both Milliken Avenue and Jersey Boulevard. The City of Rancho Cucamonga General Plan Update *Community Mobility Existing Conditions Report* (Figure 3.13) shows planned bicycle lanes along Milliken Avenue. No bicycle lanes are planned for Jersey Boulevard. The project would be conditioned to make frontage improvements (i.e., curb/gutter, sidewalk) and would install new access driveways. These would be constructed consistent with City of Rancho Cucamonga standards stipulated in Section 17.64.080 of the Rancho Cucamonga Municipal Code and facilitate pedestrian access within the area. The project would not impact the use of planned bicycle lanes on Milliken Avenue nor would use of the striped shoulders along Jersey Boulevard be affected by the project. Omnitrans Route 82 provides transit service along Milliken Avenue at the Jersey Boulevard intersection. The project may modify traffic flow temporarily during construction of the frontage improvements. This work would not affect transit services along Milliken Avenue. Impacts would be **less than significant**.

b) As referenced, a Trip Generation Study and Vehicle Miles Traveled (VMT) analysis was prepared for the project (Mizuta Traffic Consulting, Inc., (November 2020).



According to the *City's Traffic Impact Analysis Guidelines, CEQA Assessment – VMT Analysis, June 2020*, the following three types of screening methods can be applied to screen projects from Vehicle Miles Traveled (VMT) project-level assessments:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Projects that meet one of the screening criteria above are presumed to have no significant impact; and thus, no further VMT analysis is required. The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was used for screening purposes.

The project meets the criteria for the Transit Priority Area (TPA) screening method (see VMT Screening Map, Appendix H). Projects located in a TPA may be presumed to have a less than significant impact if it meets all of the following criteria:

1. Has a Floor Area Ratio (FAR) of greater than 0.75;
2. Includes less parking for use by residents, customers, or employees of the project that required by the City;
3. Is consistent with the applicable Sustainable Communities Strategy; and
4. Does not replace affordable residential units with a smaller number of moderate- or high-income residential units.

As stated, the project is located within a Transit Priority Area. The Metrolink transit station (11208 Azusa Court) is located 0.22 miles south of the site along Milliken Avenue; and thus, is within the required half-mile radius of the project site. The FAR was calculated by dividing the total building area by the net buildable lot area. Project improvements equal a FAR of 1.02 which exceeds the minimum required (see Site Plan in Appendix H).

The parking required for the warehouse (including mezzanine) is 68 parking spaces. The parking required for the offices is 33 parking spaces for a total of 91 parking spaces required for the entire project. The project is providing 91 parking spaces and satisfies Criterion 2.

The project is located in a Minimum Impact/Heavy Industrial (MI/HI) zone. No zone change is required for the project. As a result, the project is consistent with the City's Sustainable Community Action Plan (Criterion 3).

The final criterion is met as the project is not a residential project; and thus, would not replace affordable housing.

Thus, per the TPA screening criteria, the project would have a **less than significant** impact with respect to VMT.

c) Road improvements would be limited to the driveways on the south and east side of the

project site. As referenced, the improvements would be constructed consistent with Rancho Cucamonga Municipal Code Section 17.64.080 to ensure safe truck and vehicle ingress/egress. The project would not increase hazards caused by a design feature or incompatible use. **No impact** would occur.

d) The proposed project would not alter emergency access routes. The site would be accessed via Jersey Boulevard and Milliken Avenue. As referenced, the improvements would be constructed consistent with Rancho Cucamonga Municipal Code Section 17.64.080 to ensure safe truck, vendor/employee and emergency vehicle access. The project would not impair or otherwise adversely affect emergency vehicle circulation or access to the site or other properties in the area. **No impact** would occur.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XVIII. TRIBAL CULTURAL

### RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:
  - i. Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or
  - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a,i) As part of the Phase I Cultural Resources Assessment methodology, Anza Resource Consultants, Inc., contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File database search (SLS). The NAHC SLS failed to indicate the presence of Native American cultural resources in the immediate project area. Scoping letters were sent to Tribal contacts listed by the NAHC. As of the date the cultural resource assessment was prepared, no responses had been received.

Consultation letters were sent to tribes that requested notification under AB 52 on January 11, 2021. The San Manuel Band of Mission Indians (SMBMI) responded via e-mail on January 25, 2021. In summary, the respondent indicated the proposed project area exists within Serrano ancestral territory; and therefore, is of interest to the Tribe. The SMBMI requested that the following language be made a part of the project/permit/plan conditions. These are incorporated herein as Mitigation Measures TCR-1 and TCR-2:

**TCR-1:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in Mitigation Measure CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**TCR-2:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

A second request for consultation was received from the Gabrieleno Band of Mission Indians – Kizh Nation, on February 7, 2021. The City of Rancho Cucamonga responded to the Gabrieleno Band of Mission Indians request for consultation; however, no response was received; thus,

mitigation measures previously approved by the Gabrieleno Band of Mission Indians – Kizh Nation, were incorporated as TCR-3, TCR-4, TCR-5 and TCR-6. No other responses were received.

**TCR-3:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**TCR-4:** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

**TCR-5:** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no

institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**TCR-6:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

With implementation of Mitigation Measures TCR-1 through TCR-6, potentially significant or adverse impacts to Tribal Cultural Resources would be reduced to **less than significant**.

a,ii) The City of Rancho Cucamonga General Plan and Environmental Impact Report determined that no significant Tribal Cultural Resources occur on the project site or within areas surrounding the site. This was confirmed during preparation of the site-specific cultural resource evaluation referenced in Section V, *Cultural Resources*. However, as a result of the AB-52 consultation process, Mitigation Measures TCR-1 through TCR-6 were incorporated to address potential impacts to Tribal Cultural Resources. With implementation of Mitigation Measures TCR-1 through TCR-6, potential impacts to Tribal Cultural Resources would be reduced to **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS</b> -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b>				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Wastewater conveyance is managed by the City of Rancho Cucamonga and Cucamonga Valley Water District (CVWD) and wastewater is processed by CVWD and the Inland Empire Utilities Agency. CVWD is one of eight member agencies that operate under the IEUA and oversees the facilities and infrastructure that transports wastewater to treatment plants operated by the IEUA. At the time the General Plan Update was adopted in 2010, CVWD estimated that the total wastewater generation of Rancho Cucamonga was approximately 14 million gallons per day (mgd). IEUA operates 5 interconnected regional water-recycling facilities that treat approximately 60 mgd and have a combined permitted capacity of 84.4 mgd.

As discussed in the CVWD Urban Water Management Plan, the District serves a 47 square mile area which includes the City of Rancho Cucamonga, portions of the cities of Upland, Ontario and Fontana, and some unincorporated areas of San Bernardino County. CVWD currently serves a population of approximately 200,460 customers, with over 48,000 water connections and 36,000 sewer connections. Total water demand in 2010 was 47,988-acre feet. In 2015,



demand decreased to 41,451-acre feet. CVWD primary sources of water supply come from groundwater and imported water. CVWD obtains water primarily from groundwater. Projected water demand is expected to increase to 58,900-acre feet annually by 2020 and 61,300-acre feet per year by 2025. The CVWD water supply consists of four sources: groundwater, canyon/surface supplies, imported water from Metropolitan Water District (MWD) via IEUA, recycled water. On average, from 2006 to 2015, imported water accounted for 47 percent, groundwater for 45 percent, canyon/surface water for 7 percent. As stated in the CVWD Urban Water Management Plan, reasonably available water supplies are projected to be 60,500-acre feet in 2020 and 61,300-acre feet in 2025.

As referenced, stormwater inlets located on-site will intercept flows and discharge into the proposed on-site storm drain system. Stormwater will enter a proposed underground storage infiltration system that will be located under the parking area fronting Jersey Boulevard east of the driveway where it will be treated and allowed to percolate into the soil. Overflow from the underground system will be intercepted by the existing outlet pipe that connects the existing CMP riser to the existing public catch basin in the Jersey Boulevard right of way. All stormwater would be retained and treated on-site prior to release into the municipal stormwater system. As referenced in Section IX, *Hydrology and Water Quality*, the volume of storm water runoff generated by the proposed development increases from the volume generated by the pre-developed site, by 3,387 CF for a 10-year event and 7,524 CF for a 100-year event. The volume of retention provided by the proposed underground storage infiltration system is greater than the increase in estimated runoff. Post-construction release would be metered to ensure volumes do not exceed pre-construction volumes.

Southern California Edison (SCE) provides electrical service to the City. In addition, the Rancho Cucamonga Municipal Utility (RCMU) was established to enable the City of Rancho Cucamonga to address energy issues at the local level. The RCMU service area map (January 2019) depicts the project site as a future customer and current serves customers located generally in the southwest quadrant of the Milliken Avenue/Jersey Boulevard intersection. SCE provides service to existing businesses north, west and east of the site and is presumed to service the site. The Southern California Gas Company (SCGC) provides natural gas service to the City. Both SCE's and SCGC's operations are regulated by the California Public Utilities Commission (CPUC) and other State and Federal agencies.

Communication services, including digital cable and high-speed internet services, in the City of Rancho Cucamonga are provided by Spectrum and Frontier Communications (City of Rancho Cucamonga, website accessed November 2020).

Solid waste collection and transport in the City of Rancho Cucamonga is collected by Burrtec Waste Industries, Inc. (City of Rancho Cucamonga, website accessed November 2020). Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF), located at 13373 Napa Street in Fontana. Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill located at 2390 North Alder Avenue in Rialto. Mid-Valley Landfill has a daily permitted capacity of 7,500

tons per day (tons/day) and is anticipated to close in 2033 (County of San Bernardino, Countywide Integrated Waste Management Plan, 2018).

The project would create additional demand on existing facilities. However, as discussed below, demand would be met with existing infrastructure. No additional water or wastewater treatment facilities would be required to meet project demand. No additional electrical or telecommunication systems would need to be constructed to meet project demand. All waste material would be collected and disposed of consistent with methods described above. No additional facilities would need to be constructed to accommodate project demand. A **less than significant** impact would occur.

b) The project is expected to generate an annual water demand of approximately 37 million gallons or 113-acre feet (CalEEMod version 2016.3.2, March 2020 (Appendix A)). This would equate to a daily demand of 101,370 gallons. . Project demand would be well within the 61,300 acre-foot demand projections provided in the CVWD Urban Water Management Plan. Impacts would be **less than significant**.

c) Wastewater demand was estimated using generation rates for warehouse and administrative uses obtained from the Los Angeles County Sanitation District (2014). Using a rate of 25 gallons per day (gpd)/1,000 square feet of warehouse use and 200 gpd/1,000 square feet of administrative use, the total daily would be approximately 5,200 gpd or 1,898,146 gallons annually. While demand for wastewater treatment would increase, it would be within the projected demand generated within the City of Rancho Cucamonga. As stated, the City of Rancho Cucamonga generates approximately 14 mgd of wastewater. The IEUA operates 5 interconnected regional water-recycling facilities that treat approximately 60 mgd and have a combined permitted capacity of 84.4 mgd. The addition of project wastewater would be within the treatment capacity limits of the combined IEUA facilities. The project would have a **less than significant** impacts on existing treatment facilities. No additional facilities would be required.

d) Construction waste are commonly comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 75% by 2020 per AB 341. Construction Demolition Waste (CDW) associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill.

Solid waste generated by the proposed facility would likely be disposed of at the Mid-Valley Landfill as referenced above. Mid-Valley Landfill has a daily permitted capacity of 7,500 tons per day (tons/day). As required per AB 341, 75% of solid waste is to be recycled to reduce impact on landfill capacity. The volumes of solid waste generated annually was estimated by CalEEMod version 2016.3.2 to be 149.6 tons annually. Assuming 75% of the solid waste generated by the project is recycled, the project would generate approximately 37.4 tons of solid

waste annually or approximately 0.005% of the daily capacity of the Mid-Valley landfill. A **less than significant impact** would occur under this threshold.

e) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989 and AB 341. The City of Rancho Cucamonga would condition the project to provide recycling as required to facilitate recycling of office and warehouse related materials (i.e., paper, cardboard, cans, bottles). **No impact** would occur under this threshold.

**XX. WILDFIRE --** Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) The site is currently accessed from Milliken Avenue and Jersey Boulevard. Milliken Avenue serves as one evacuation route within the City (ReadyRC Guide, March 2017). Emergency vehicle access to the site would be provided via Milliken Avenue or Jersey Boulevard. During construction, all construction equipment and materials would be staged on-site. Construction of the frontage improvements may require a temporary lane closure. Impacts to traffic flow would be addressed by implementation of a traffic control plan. Post-construction, the project

would not adversely impact traffic operations on Milliken Avenue or Jersey Boulevard as discussed in Section XVII, *Transportation* and thus, would not impact use of either street as an evacuation route. A **less than significant** impact would occur under this threshold.

b) The project is surrounded by warehouse and industrial uses. Prevailing wind is from the west and the project is located in a flat area. Vegetation in the area is sparse and there are no areas of native habitat that could burn in the event a wildfire occurs. The project site is not expected to be exposed to high risk resulting from surrounding slopes or prevailing winds. Impacts would be **less than significant**.

c) The site is vacant and covered with sparse vegetation. The site is not located in a Local Responsibility Area but not within a designated Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire, FHSV Viewer, November 2020). The project would not require the installation of fire breaks emergency water sources, above ground power lines that may exacerbate fire risk and/or cause impacts to the environment.. As referenced above, points of access would be designed to comply with City of Rancho Cucamonga design standards to accommodate emergency vehicles. Impacts would be **less than significant**.

d) The site and surrounding area is flat and heavily urbanized. If the area were to burn, fires are anticipated to be isolated and not expected to result in substantive risk from landslide or mudflows. Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVIII. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u> –</b>				
a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

☐☐☒☐

a) The project would be constructed on an undeveloped site. Removal of ruderal vegetation species would be required in some areas prior to construction particularly along the site perimeter. There are no threatened, endangered or sensitive plant or animal species occurring on the site. Implementation of Mitigation Measure BIO-1 would avoid potentially significant adverse impacts to nesting birds that may occur in proximity to the site.

Mitigation Measures CUL-1, CUL-2 and CUL-3 are included to address potential impacts to unknown cultural resources. Further, Mitigation Measures TCR-1 through TCR-6 are included at the request of the San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation as a result of AB 52 consultation, to minimize or avoid impacts to Tribal Cultural Resources. Implementation of these measures would avoid impacts to unknown resources that may be disturbed during construction. The project site has a low sensitivity for paleontological resources; thus, no impacts to paleontological resources are anticipated. No mitigation is recommended to address paleontological resources. Impacts to biological resources, cultural resources and tribal cultural resources would be **less than significant with mitigation incorporated**.

b) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a potentially significant impact unless mitigation is incorporated with respect to all environmental issues. With mitigation measures, potentially significant biological, cultural resource and tribal cultural resource impacts would be reduced to **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects, would be **less than significant with mitigation incorporated**.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. Air emissions would not exceed the SCAQMD standards during either construction or operation. The site has been remediated to remove all hazardous materials. Any hazardous materials stored on-site would be required to meet standards as specified in

Section IX, *Hazards and Hazardous Materials*, to avoid impacts associated with the storage or use of these materials on-site. The project would have no adverse noise impact. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to these environmental issues. Therefore, the project would have a **less than significant** impact on human beings.



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