



Draft

Environmental Impact Report

for the

Jersey Industrial Complex Project

SCH: 2021060608

City of Rancho Cucamonga

November 2021

Prepared for



Prepared by



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DRAFT

**Jersey Industrial Complex Project
Environmental Impact Report**

Prepared for:



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November 2021

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TABLE OF CONTENTS

Section	Page
ACRONYMS, ABBREVIATIONS AND UNITS OF MEASURE	ix
CHAPTER 1 EXECUTIVE SUMMARY	1-1
1.1 Introduction	1-1
1.2 Purpose of the Environmental Impact Report.....	1-1
1.3 Project Location.....	1-2
1.4 Project Objectives	1-2
1.5 Project Description	1-3
1.6 Project Implementation Schedule	1-3
1.7 Summary of Impacts.....	1-4
1.8 Project Alternatives	1-4
1.9 Areas of Controversy.....	1-15
CHAPTER 2 INTRODUCTION	2-1
2.1 Background and Project History	2-1
2.2 Purpose of the Environmental Impact Report.....	2-2
2.3 Review of an EIR.....	2-3
2.4 Scope of the Project Environmental Impact Report.....	2-3
2.5 Public Scoping Process	2-5
2.6 Organization of Project EIR	2-6
2.7 Public Review and the Final Program EIR	2-7
CHAPTER 3 PROJECT DESCRIPTION	3-1
3.1 Overview.....	3-1
3.2 Location	3-1
3.3 Existing Setting.....	3-4
3.3.1 City of Rancho Cucamonga	3-4
3.3.2 Existing Land Use Designations and Zoning.....	3-4
3.3.3 Surrounding Land Uses.....	3-4
3.4 Project Objectives.....	3-4
3.5 Project Description	3-5
3.5.1 Proposed Project Overview.....	3-5
3.5.2 Propose Site Improvements	3-9



TABLE OF CONTENTS

Section	Page
3.6	Grading Plan..... 3-10
3.7	Water Quality Plan..... 3-10
3.8	Project Implementation Schedule..... 3-10
3.9	Cumulative Projects..... 3-13
3.10	Discretionary Actions..... 3-15
3.10.1	City of Rancho Cucamonga 3-15
3.10.2	Responsible and Trustee Agencies..... 3-15
3.11	References 3-17
CHAPTER 4 ENVIRONMENTAL ANALYSIS	4-1
4.1	Air Quality 4-2
4.1.1	Existing Conditions..... 4-2
4.1.2	Regulatory Setting..... 4-9
4.1.3	Methodology..... 4-14
4.1.4	Thresholds of Significance 4-18
4.1.5	Impacts Analysis 4-19
4.1.6	Mitigation Measures 4-26
4.1.7	Level of Significance After Mitigation 4-27
4.1.8	Cumulative Impacts..... 4-27
4.1.9	References 4-27
4.2	Biological Resources..... 4-29
4.2.1	Existing Conditions..... 4-30
4.2.2	Regulatory Setting..... 4-31
4.2.3	Methodology..... 4-35
4.2.4	Thresholds of Significance 4-37
4.2.5	Impacts Analysis 4-37
4.2.6	Mitigation Measures 4-39
4.2.7	Level of Significance After Mitigation 4-40
4.2.8	Cumulative Impacts..... 4-40
4.2.9	References 4-40
4.3	Cultural Resources..... 4-41
4.3.1	Existing Conditions..... 4-42
4.3.2	Regulatory Setting..... 4-49
4.3.3	Methodology..... 4-52
4.3.4	Thresholds of Significance 4-52



TABLE OF CONTENTS

Section		Page
	4.3.5 Impacts Analysis	4-53
	4.3.6 Mitigation Measures	4-54
	4.3.7 Level of Significance After Mitigation	4-55
	4.3.8 Cumulative Impacts	4-55
	4.3.9 References	4-55
4.4	Geology and Soils	4-56
	4.4.1 Existing Conditions	4-56
	4.4.2 Regulatory Setting	4-59
	4.4.3 Methodology	4-61
	4.4.4 Thresholds of Significance	4-61
	4.4.5 Impacts Analysis	4-62
	4.4.6 Mitigation Measures	4-64
	4.4.7 Level of Significance After Mitigation	4-65
	4.4.8 Cumulative Impacts	4-65
	4.4.9 References	4-65
4.5	Greenhouse Gas Emissions	4-66
	4.5.1 Existing Conditions	4-66
	4.5.2 Regulatory Setting	4-67
	4.5.3 Methodology	4-73
	4.5.4 Thresholds of Significance	4-74
	4.5.5 Impacts Analysis	4-75
	4.5.6 Mitigation Measures	4-81
	4.5.7 Level of Significance After Mitigation	4-81
	4.5.8 Cumulative Impacts	4-81
	4.5.9 References	4-82
4.6	Hazardous & Hazardous Materials	4-83
	4.6.1 Existing Conditions	4-83
	4.6.2 Regulatory Setting	4-84
	4.6.3 Methodology	4-86
	4.6.4 Thresholds of Significance	4-87
	4.6.5 Impacts Analysis	4-87
	4.6.6 Mitigation Measures	4-89
	4.6.7 Level of Significance After Mitigation	4-89
	4.6.8 Cumulative Impacts	4-89
	4.6.9 References	4-90



TABLE OF CONTENTS

Section	Page
4.7	Hydrology and Water Quality..... 4-91
4.7.1	Existing Conditions..... 4-91
4.7.2	Regulatory Setting..... 4-93
4.7.3	Methodology..... 4-97
4.7.4	Thresholds of Significance 4-97
4.7.5	Impacts Analysis 4-98
4.7.6	Mitigation Measures 4-102
4.7.7	Level of Significance After Mitigation 4-102
4.7.8	Cumulative Impacts..... 4-103
4.7.9	References..... 4-104
4.8	Noise 4-105
4.8.1	Existing Conditions..... 4-105
4.8.2	Regulatory Setting..... 4-107
4.8.3	Methodology..... 4-1108
4.8.4	Thresholds of Significance 4-109
4.8.5	Impacts Analysis 4-109
4.8.6	Mitigation Measures 4-114
4.8.7	Level of Significance After Mitigation 4-114
4.8.8	Cumulative Impacts..... 4-114
4.8.9	References..... 4-115
4.9	Transportation 4-116
4.9.1	Existing Conditions..... 4-116
4.9.2	Regulatory Setting..... 4-118
4.9.3	Methodology..... 4-120
4.9.4	Thresholds of Significance 4-122
4.9.5	Impacts Analysis 4-122
4.9.6	Mitigation Measures 4-125
4.9.7	Level of Significance After Mitigation 4-125
4.9.8	Cumulative Impacts..... 4-125
4.9.9	References..... 4-126
4.10	Tribal Cultural Resources 4-127
4.10.1	Existing Conditions..... 4-127
4.10.2	Regulatory Setting..... 4-127
4.10.3	Methodology..... 4-129
4.10.4	Thresholds of Significance 4-129



TABLE OF CONTENTS

Section	Page
4.10.5 Impacts Analysis	4-130
4.10.6 Mitigation Measures	4-131
4.10.7 Level of Significance After Mitigation	4-133
4.10.8 Cumulative Impacts	4-133
4.10.9 References	4-134
CHAPTER 5 OTHER CEQA CONSIDERATIONS	5-1
5.1 Environmental Effects Found Not to Be Significant.....	5-1
5.1.1 Aesthetics	5-2
5.1.2 Agricultural Resources	5-5
5.1.3 Biological Resources	5-7
5.1.4 Energy	5-8
5.1.5 Geology and Soils	5-9
5.1.6 Hazards and Hazardous Materials	5-10
5.1.7 Land Use and Planning	5-12
5.1.8 Mineral Resources	5-13
5.1.9 Noise	5-14
5.1.10 Population and Housing	5-14
5.1.11 Public Services	5-14
5.1.12 Recreation	5-16
5.1.13 Transportation	5-17
5.1.14 Utilities and Service Systems	5-17
5.1.15 Wildfire	5-21
5.1.16 Other Less Than Significant Impacts	5-22
5.2 Significant and Unavoidable Environmental Impacts	5-22
5.3 Irreversible Environmental Changes	5-23
5.4 Growth Inducing Impacts	5-23
5.5 References	5-25
CHAPTER 6 ALTERNATIVES	6-1
6.1 Purpose of the Project Alternatives	6-1
6.2 Project Objectives.....	6-2
6.3 Alternatives Considered and Eliminated.....	6-2
6.4 Alternatives Selected for Further Analysis.....	6-3
6.4.1 No Project Alternative.....	6-4



TABLE OF CONTENTS

Section	Page
6.4.2 Reduced Footprint Alternative	6-6
6.5 Environmentally Superior Alternative	6-8
CHAPTER 7 EIR CONSULTATION AND PREPARATION	7-1
7.1 City Of Rancho Cucamonga (Lead Agency)	7-1
7.2 Birdseye Planning Group (Technical Assistance)	7-1
7.3 Subconsultants	7-1

LIST OF TABLES

Table 1-1	Summary of Potential Impacts and Mitigation Measures	1-5
Table 3.5-1	Building Summary	3-6
Table 3.9-1	Cumulative Projects	3-13
Table 4.1-1	Ambient Air Quality Standards	4-2
Table 4.1-2	Ambient Air Quality Data	4-7
Table 4.1-3	Passenger Car Fleet Mix	4-16
Table 4.1-4	Heavy Truck Fleet Mix	4-17
Table 4.1-5	SCAQMD LSTs for Construction	4-18
Table 4.1-6	Estimated Maximum Mitigated Daily Construction Emissions	4-22
Table 4.1-7	Estimated Summer Operating Emissions	4-23
Table 4.1-8	Estimated Mitigated Daily On-Site Construction Emissions and LSTs	4-24
Table 4.3.1-1	Previous Cultural Resource Studies Within a One-Mile Radius of the Project Site	4-44
Table 4.3.1-2	Previous Cultural Resources Within One-Mile of the Project Site	4-547
Table 4.5-1	Combined Unmitigated Annual Greenhouse Gas Emissions	4-75
Table 4.5-2	2017 Public Scoping Consistency Summary	4-77
Table 4.8-1	Typical Construction Equipment Noise Levels	4-110
Table 4.8-2	Typical Maximum Construction Noise Levels at Various Distances from Project Construction	4-111
Table 4.8-3	Modeled Noise Levels	4-112



TABLE OF CONTENTS

Section	Page
Table 4.8-4	Vibration Source Levels for Construction Equipment..... 4-113
Table 4.9-1	Municipal Code Table 17.78.010-1 TDM Requirements Based on Development Size 4-119
Table 4.9-2	Trip Generation Summary 4-121
Table 4.9-3	VMT Project Screening 4-123
Table 4.9-4	Project FAR 4-124
Table 6.5-1	Summary of Project Alternatives 6-9

LIST OF FIGURES

Figure 3.2-1.	Vicinity Map 3-2
Figure 3.2.2	USGS Quad Map 3-3
Figure 3.5-1	Site Plan 3-7
Figure 3.5-2	Building Rendering 3-8
Figure 3.5-3	Preliminary Grading Plan 3-11
Figure 3.5-4	Proposed Drainage Areas 3-12
Figure 3.9-1	Cumulative Projects Map 3-16
Figure 4.4-1	Earthquake Hazard Zones 4-58
Figure 4.8-1	Noise Compatibility Zones..... 4-106
Figure 5.1-1	Representative Site Photos..... 5-3



APPENDICES TO THE ENVIRONMENTAL IMPACT REPORT (UNDER SEPARATE COVER)

Appendix A	NOP/Responses
Appendix B	Air Quality Report
Appendix C	Habitat Assessment
Appendix D	Cultural Resources Report
Appendix E	Geotechnical Engineering Investigation
Appendix F	Site Remediation Report
Appendix G	Hydrology Report
Appendix H	Noise Study
Appendix I	Trip Generation and Vehicle Miles Traveled Letter



ACRONYMS, ABBREVIATIONS AND UNITS OF MEASURE

AB	Assembly Bill
APE	Area of Potential Effects
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
bgs	below ground surface
C ₂ H ₃ Cl	vinyl chloride
CAA	California Air Act
CAAQS	California Ambient Air Quality Standards
CBSC	California Building Standards Commission
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CalGreen	California Green Building Standards Code
CalSTA	California State Transportation Agency
CAPP	Community Air Protection Program
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
CHRIS	California Historical Resources Information System
City	City of Rancho Cucamonga
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	carbon dioxide
CO ₂ E	carbon dioxide equivalent
CRHR	California Register of Historical Places
CUPA	Certified Unified Program Agency
CVWD	Cucamonga Valley Water District
DPM	Diesel Particulate Matter



ACRONYMS, ABBREVIATIONS AND UNITS OF MEASURE

DR	Design Review
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
ERT	emission reduction target
ESA	Federal Endangered Species Act
ESA	Environmental Site Assessment
FBMSM	Facility Based Mobile Source Measure
FTA	Federal Transit Administration
GHG	greenhouse gas
GPA	General Plan Amendment
GWP	global warming potential
H ₂ S	hydrogen sulfide
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HRA	Health Risk Assessment
IEUA	Inland Empire Utility Agency
IPCC	Inter-Governmental Panel on Climate Change
ksf	1,000 square feet
LIP	Local Implementation Plan
LOS	Level of Service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MD	Medium Duty
mgd	million gallons per day
MI-HI	Minimum Impact/Heavy Industrial
MS	Municipal Stormwater
MSWMP	Municipal Stormwater Management Plan
N ₂ O	nitrous oxides
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAL	Numeric Action Levels
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO ₂	Nitrogen Dioxide



ACRONYMS, ABBREVIATIONS AND UNITS OF MEASURE

NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	Nitrogen Oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O ₃	ozone
OEHHA	Office Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
Pb	lead
PM ₁₀	Particulate Matter (10 microns in diameter or less)
PM _{2.5}	Particulate Matter (2.5 microns in diameter or less)
PRC	Public Resources Code
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
SB	Senate Bill
SBL	San Bernardino Line
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities Strategy
SF	square feet
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File
SMBMI	San Manuel Band of Mission Indians
SO ₂	Sulfur Dioxide
SO _x	Sulfur Oxides
SRA	source receptor area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air pollutants
TDM	Transportation Demand Management
TGD	Water Quality Management Plans
TMDLs	Total maximum daily loads



ACRONYMS, ABBREVIATIONS AND UNITS OF MEASURE

USC	United States Code
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VdB	vibration decibels
vph	vehicles per hour
VOC	Volatile Organic Compound
VMT	Vehicle miles traveled
WDR	waste discharge requirements
WQMP	Water Quality Management Plans



CHAPTER 1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

In 2019, the Project applicant submitted an application package for Design Review (DR) associated with the construction and operation of a new warehouse building proposed for the northwest corner of Jersey Boulevard and Milliken Avenue in the City of Rancho Cucamonga. The Project proposes 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. Each warehouse storage unit would have four loading docks. The total building area would be 159,580 square feet. A total of 98 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.

As part of the Design Review (DRC2019-00766) process, an Initial Study and related technical reports were submitted to the City of Rancho Cucamonga to facilitate compliance with the California Environmental Quality Act (CEQA). The Initial Study and related technical reports were circulated for public review from April 13, 2021, to May 12, 2021 (SCH# 2021040209). Based on comments received addressing Greenhouse Gas emission calculations and the Vehicle Miles Traveled (VMT) analysis, the City determined that an Environmental Impact Report (EIR) is required based on the Project's potential to create short-term, long-term and cumulative impacts. The EIR addresses only those environmental topical areas that could be significantly impacted by the Project based on information presented in the 2021 CEQA Initial Study Checklist. No additional areas of concern or controversy were raised during the EIR scoping process. Implementation of the proposed Project requires approval of an EIR.

“Projects” within the State of California are required to undergo environmental review to determine the environmental impacts associated with implementation of the Project in accordance with the CEQA. For the proposed Project, the City is the lead agency, and thus is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed Project.

This document is a Draft EIR prepared in accordance with CEQA. It provides an overview of the proposed Project and considers alternatives, identifies the anticipated environmental impacts from the proposed Project and the alternatives, and identifies mitigation measures designed to reduce the level of significance of any significant impact.



1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from proposed projects, when feasible, and to identify a range of feasible alternatives to the proposed Project that could reduce those environmental effects. The EIR must include the contents required by CEQA and the CEQA Guidelines, and examine all phases of the Project, including planning, construction, operation, and any reasonably foreseeable future phases.

1.3 PROJECT LOCATION

The Jersey Industrial Complex Project site is located at the northwest corner of Jersey Boulevard and Milliken Avenue in the City of Rancho Cucamonga, California (see Figure 3.2-1). The City of Rancho Cucamonga is located within the greater Inland Empire, at the base of the San Gabriel Mountains in western San Bernardino County. It is bound by the cities of Upland, Ontario, Fontana, the San Bernardino National Forest, and parts of unincorporated areas of San Bernardino County. Major transportation facilities in and near the City include State Route 210, Interstate 15, Interstate 10, Foothill Boulevard, also known as Historic Route 66, the Metrolink rail corridor, and Los Angeles/Ontario International Airport. A Burlington Northern Santa Fe railroad spur is located adjacent to west of the Project site.

The Project site is located within Section 7 of Township 1 South, Range 6 West, San Bernardino Base and Meridian. Bounded on the south by Jersey Boulevard and on the east by Milliken Avenue, the Project site is located approximately 1.9 miles north of the Interstate 10 Freeway/Milliken Avenue on/off ramp, approximately 2.8 miles south of the State Route 210 Freeway/Milliken Avenue on/off ramp, and 0.8 miles east of Interstate 15. The Project site is surrounded by industrial uses with the exception of City of Rancho Cucamonga Fire Station #174 and training facility, which is located directly south of the site on the south side of Jersey Boulevard.

1.4 PROJECT OBJECTIVES

The following objectives have been identified for the proposed Project:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan* and *Municipal Code*;
2. Develop a vacant and underutilized Project site;

3. Contribute to the warehousing resources in the City of Rancho Cucamonga by constructing and operating a facility that is designed to be consistent with contemporary industry standards for operational design criteria, can accommodate a wide variety of users and is economically competitive with similar industrial buildings in the local area and region;
4. Create employment opportunities in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs -to-housing balance. The Project would create approximately 111 new jobs (see Section 5.4 of this Draft EIR);
5. Develop a project with an architectural design and operational characteristics that complement existing buildings in the immediate vicinity;
6. Maximize industrial warehouse buildings in proximity to an already-established industrial area, designated truck routes, and the State highway system to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses; and,
7. Develop a property that has access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.

1.5 PROJECT DESCRIPTION

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 Project site is 7.39 acres in size and zoned Medium Impact/Heavy Industrial. The Project 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 would construct and operate a new warehouse building for non-perishable goods with 143,014 square feet (SF) of storage in four separate storage units with four loading docks for each unit. Unit 101 would be 43,368 SF; Units 102 and 103 would be 39,213 SF; Unit 104 would be 38,490 SF. The project would also provide 8,127 SF of mezzanine storage, 8,127 SF of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312 SF electrical room. No refrigerated/cold storage would be provided in the proposed warehouse; thus, the Project will only accommodate tenants storing non-perishable goods. The total building area would be 159,580 SF. The highest point of the building would be 42 feet above ground level. These would be the architectural parapets on the building frontage. This would accommodate a two-story office and mezzanine storage area and interior warehouse space equivalent to two stories in height. A total of 91 parking spaces are proposed.

1.6 PROJECT IMPLEMENTATION SCHEDULE

Construction is expected to begin in mid-2022 and be completed by mid-2023 (approximately 12 months). The project would be constructed in one phase.

1.7 SUMMARY OF IMPACTS

Table 1-1: Summary of Potential Impacts and Mitigation Measures summarizes the potential impacts for the proposed Project. The table also identifies mitigation measures recommended to reduce, avoid or minimize significant impacts and indicates the net level of impact following implementation of all mitigation measures.

The potentially adverse effects of the proposed Project are discussed in Chapters 4.1 through 4.10 of this Draft EIR. Mitigation measures have been recommended that would avoid, reduce, or minimize impacts. All of the potential impacts associated with the proposed Project would be either less than significant or mitigated to less than significant. The proposed Project would not result in any significant unavoidable impacts.

1.8 PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires consideration and discussion of alternatives to the proposed Project, which would feasibly attain most of the basic objectives of the Project and would avoid or substantially lessen any of the significant effects of the proposed Project. In addition to the proposed Project, two project alternatives were considered and are briefly summarized here (and are discussed in detail in Chapter 6 of this Draft EIR).

- No Project Alternative – This alternative assumes that improvements described for the proposed Project would not be implemented.
- Reduced Footprint Alternative – Under this alternative, the Project would be reduced by approximately 2/3 the overall square footage of each component. The warehouse would be reduced to 93,389 SF in four separate units, 5,364 SF of mezzanine storage, 5,364 SF of office space (i.e., divided into four separate spaces, one for each storage unit) and a 203-square foot electrical room. The total building area would be 104,320 SF. 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 73 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 three truck loading docks (i.e., 12 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. All other features of this alternative would be similar to the proposed Project.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 AIR QUALITY			
Impact 4.1-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant.	None.	Less Than Significant.
Impact 4.1-2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Would the project result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant. While no significant air quality impacts were identified, AQ-1 is recommended to avoid daily exceedances of the ROG standard during construction.	AQ-1: Condition project to overlap architectural coating phase with the building phase by approximately 44 total workdays to avoid exceeding the daily ROG standard. Prior to issuance of a building permit, the Applicant shall submit a detailed construction schedule to the City of Rancho Cucamonga which demonstrates that the architectural coating phase will overlap with the building phase by a minimum of 44 days.	Less Than Significant.
Impact 4.1-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant.	None.	Less Than Significant.
Impact 4.1-4: Would the project create objectionable odors affecting a substantial number of people?	Less Than Significant.	None.	Less Than Significant.
4.2 BIOLOGICAL RESOURCES			
Impact 4.2-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special	Potentially 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	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?</p>		<p>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, shall be conducted by a qualified biologist within three (3) days of the start of any ground disturbing activities to ensure that no nesting birds will be disturbed during construction.</p> <p>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. A biological monitor shall be present during construction activities within the buffer area. to delineate the boundaries of the buffers and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.</p> <p>If the biologist determines that bird breeding activity is being disrupted, the Project Applicant shall stop work, notify the City and coordinate with the USFWS and CDFW to agree upon an avoidance/minimization approach. Upon agreement of the avoidance/ minimization approach, work may resume subject to the revisions and continued monitoring.</p> <p>If burrowing owls are detected on-site during the clearance survey, in conformance with the California Staff Report's protocols, no ground-disturbing activities will be permitted within 656 feet of an occupied burrow during the breeding season (February 1 to August 31), unless otherwise authorized by CDFW.</p> <p>Once the qualified biologist has determined the young have fledged and left the nest of any birds within the buffer area(s), or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.</p>	

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Reporting. If no active nests are found during the pre-construction clearance survey, the Project Applicant shall submit to the City of Rancho Cucamonga a brief letter report prepared by the biologist that documents the negative survey results. The letter report shall also indicate that no impacts to active avian nests will occur.</p> <p>If active nests were found, the Project Applicant shall submit a final bird survey monitoring report prepared by the project biologist to the City, the USFWS and CDFW. The report shall include documentation of all bird surveys, monitoring activities, coordination efforts with the wildlife agencies, as-built construction drawings with an overlay of any active nests in the survey areas, photographs of habitat areas during pre-construction and post-construction conditions, and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance was achieved for the avoidance/minimization provisions and the biological monitoring program required by the wildlife agencies.</p>	
4.3 CULTURAL RESOURCES			
Impact 4.3-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No Impact.	None.	No Impact
Impact 4.3-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant.	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 SMBMI Cultural Resources Department 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.	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		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.	
Impact 4.3-3: Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially 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. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Less Than Significant.
4.4 GEOLOGY AND SOILS			
Impact 4.4-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?	Less Than Significant.	None.	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.4-2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including liquefaction?	Less Than Significant.	None.	Less Than Significant.
Impact 4.4-3: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from landslides?	No Impact.	None.	No Impact.
Impact 4.4-4: Would the project result in substantial soil erosion or the loss of topsoil?	Less Than Significant.	None.	Less Than Significant.
Impact 4.4-5: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	Less Than Significant.	None.	Less Than Significant.
Impact 3.5-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	No Impact.	None.	No Impact.
4.5 GREENHOUSE GAS EMISSIONS			
Impact 4.5-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant.	None.	Less Than Significant.
Impact 4.5-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant.	None.	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 4.6-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant.	None.	Less Than Significant.
Impact 4.6-2: Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Less Than Significant.	None.	Less Than Significant.
4.7 HYDROLOGY AND WATER QUALITY			
Impact 4.7-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant.	None.	Less Than Significant.
Impact 4.7-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant.	None.	Less Than Significant.
Impact 4.7-3i: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?	Less Than Significant.	None.	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.7-3ii: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant.	None.	Less Than Significant.
Impact 4.7-3iii: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would create or contribute runoff which would impede or redirect flood flows?	Less Than Significant.	None.	Less Than Significant.
Impact 4.7-3iv: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant.	None.	Less Than Significant.
Impact 4.7-4: Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact.	None.	No Impact.
4.8 NOISE			
Impact 4.8-1: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the	Less Than Significant.	None.	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			
Impact 4.8-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant.	None.	Less Than Significant.
4.9 TRANSPORTATION/TRAFFIC			
Impact 4.9-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant.	None.	Less Than Significant.
Impact 4.9-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant.	None.	Less Than Significant.
4.10 TRIBAL CULTURAL RESOURCES			
Impact 4.10-1: Project would cause a substantial adverse change in the significance of a Tribal Cultural Resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	Potentially Significant.	<p>TCR-1: The SMBMI Cultural Resources Department 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.</p> <p>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</p>	Less Than Significant.

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the Project.</p> <p>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 Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.</p> <p>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 Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological</p>	

TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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.</p> <p>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.</p> <p>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.</p>	

1.9 AREAS OF CONTROVERSY

Section 15123 (b)(2) of the CEQA Guidelines requires that an EIR Executive Summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to responsible agencies, affected agencies, and other interested parties on July 2, 2021. The NOP was posted in the County Clerk's office for 30 days. The NOP was submitted to the State Clearinghouse to officially solicit participation from interested public agencies in determining the scope of the EIR.

Two comment letters and one electronic mail message was received in response to the NOP for this EIR. Additionally, one person provided verbal comment at the June 13, 2021, scoping meeting. No further comments or concerns regarding the Project were received by the City subsequent to closure of the scoping comment period. The primary areas of concern identified by the public and agencies were:

- California Department of Transportation (District 8) requested the City of Rancho Cucamonga prepare a traffic impact study to evaluate potential project impacts to the state highway system. When project truck volumes are adjusted for Passenger Car Equivalents (PCE), the Project would generate 48 PM peak hour trips which is less than 50 peak hour trips. Thus, a traffic impact study is not required per the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines, June 2020*.

Comments received on the draft Initial Study addressed the methodology used to prepare the Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions analysis. No other issues of concern were identified that were applicable to the scope of analysis summarized in the NOP and provided in the Draft EIR.

A copy of the written responses to the NOP are included in Appendix A of this Draft EIR. Since these concerns are areas commonly covered in an EIR, no outstanding issues of controversy are known at this time.



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CHAPTER 2 INTRODUCTION

2.1 BACKGROUND AND PROJECT HISTORY

In 2019, the Project applicant submitted an application package for Design Review (DR) associated with the construction and operation of a new warehouse building proposed for the northwest corner of Jersey Boulevard and Milliken Avenue in the City of Rancho Cucamonga. As proposed, the Project would include 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. Each warehouse storage unit would have four loading docks. The total building area would be 159,580 square feet. A total of 91 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.

As part of the Design Review (DRC2019-00766) process, an Initial Study and related technical reports were submitted to the City of Rancho Cucamonga to facilitate compliance with the California Environmental Quality Act (CEQA). The Initial Study and related technical reports were circulated for public review from April 13, 2021, to May 12, 2021 (SCH# 2021040209). Based on comments received addressing Greenhouse Gas emission calculations and the Vehicle Miles Traveled (VMT) analysis, the City determined that an Environmental Impact Report (EIR) is required based on the Project's potential to create short-term, long-term and cumulative impacts. The EIR addresses all environmental topical areas that could be potentially impacted by the Project as presented in the 2021 CEQA Initial Study Checklist and comments received during circulation of the Initial Study as stated above.

As required per CEQA Guidelines (Section 15082), a Notice of Preparation was prepared and circulated for a 30-day period (July 2, 2021, to August 3, 2021) to inform interested parties that an EIR is being prepared and solicit comments on the EIR scope. A scoping meeting was held on July 13, 2021, to present updates to the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. The scoping comments received are summarized within each topical area evaluated in Section 4.0 of the Draft EIR. The Notice of Preparation (NOP) and NOP comments are provided in Appendix A of this Draft EIR.

Pursuant to Section 21165 of the California Public Resources Code and Section 15050 of (CEQA Guidelines, the City of Rancho Cucamonga is the lead agency for this EIR which was prepared to address potential impacts associated with the proposed Jersey Industrial Complex Project.

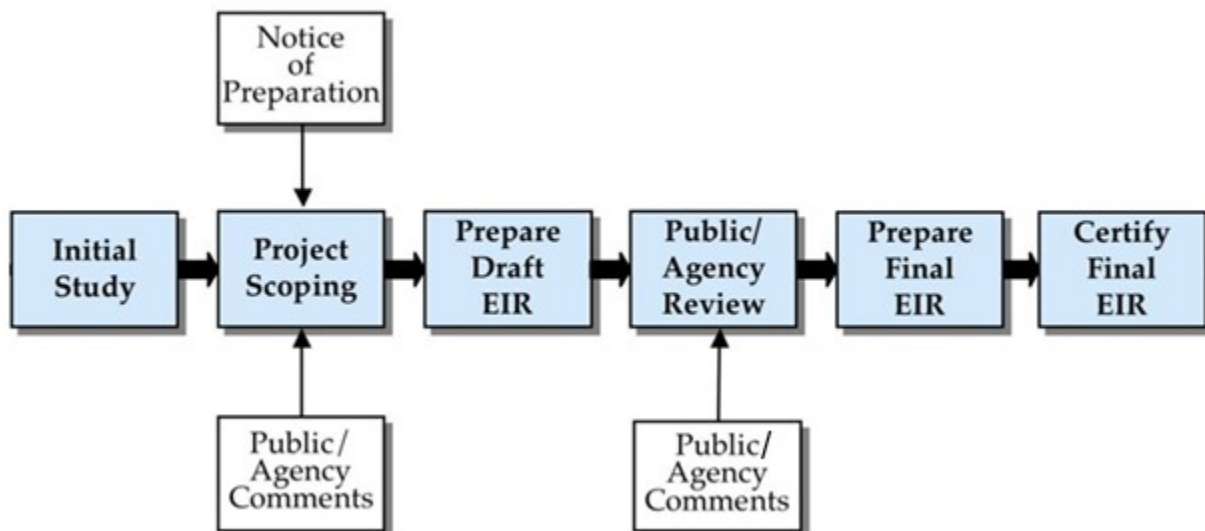
2.2 ENVIRONMENTAL IMPACT REPORT OVERVIEW

In accordance with CEQA; California Public Resources Code (PRC), Sections 21000 through 21189), all “projects” within the State of California are required to undergo environmental review to determine the environmental impacts associated with implementation of the project.

CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the anticipated significant environmental effects of a proposed project and identify possible ways to avoid or minimize those significant environmental effects by recommending mitigation measures or feasible alternatives to the project. As the “Lead Agency” under CEQA, the City is required to conduct an environmental review to analyze the potential environmental effects associated with proposed projects located within the City. When an EIR is prepared, the City is the lead agency for the preparation of the EIR.

Once completed, a Draft EIR is circulated to the public and affected agencies for review and comment. One primary objective of CEQA is to enhance public participation in the planning process and inform the public. During the environmental review process, CEQA provides several opportunities for the public to participate and provide input. The diagram below illustrates the CEQA process and points generally when public and agency input is received. Additionally, lead agencies are required to respond to public comments in the Final EIR. All this information is then considered by the decision-makers prior to taking final action on a proposed project.

The Environmental Review Process





2.3 PURPOSE OF THE PROJECT ENVIRONMENTAL IMPACT REPORT

This Project EIR is an informational document intended for use by City decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Project. This EIR includes discussion on the potential environmental impacts of the proposed Project; mitigation measures to reduce any potentially significant impacts; the level of significance of impacts with and without mitigation; any unavoidable adverse impacts that cannot be mitigated; significant cumulative impacts when taken into consideration with past, present, and reasonably foreseeable future projects; and reasonable and feasible project alternatives that would avoid or reduce significant environmental impacts.

CEQA requires an EIR to reflect the independent judgment of the lead agency. A Draft EIR is circulated for review by responsible agencies, trustee agencies, other public agencies, special districts, organizations, citizen groups, and individual members of the public (collectively referred to as interested parties). As defined in Sections 15050 and 15367 of the State CEQA Guidelines, the lead agency is the public agency that has the principal responsibility for carrying out or approving a project; a responsible agency has discretionary approval over certain project aspects; and a trustee agency has discretionary approval or jurisdiction by law over natural resources affected by a project.

The City of Rancho Cucamonga is the CEQA lead agency for this EIR, and the City Council will consider the information in this EIR during the public hearing process for the Design Review to approve, conditionally approve, or deny the proposed Project. No other discretionary actions, approvals or permits would be required.

2.4 SCOPE OF THE PROJECT ENVIRONMENTAL IMPACT REPORT

The required contents and scope of an EIR are set forth in CEQA and its companion document, the CEQA Guidelines (California Code of Regulations, Section 15000 through 15387). This section provides a summary of the issues addressed in this EIR. Under the CEQA Guidelines, the analysis in the Draft EIR need only focus on issues determined to be potentially significant, whereas issues found to have less than significant impacts or no impact, do not require further evaluation.

As Lead Agency, the City completed a preliminary analysis of the proposed Jersey Industrial Complex Project (the “proposed Project”) within an Initial Study and based on comments received during circulation of the draft Initial Study, determined, that because potentially significant environmental effects may occur as a result of Project construction and operation, an EIR must be prepared. Based on that preliminary review and public and agency input received during the initial public scoping process, several environmental factors were determined to be less than significant or to have no measurable impact; and thus, do not require further evaluation in this Draft Project EIR. Section 5.1 of this Draft Project EIR (Environmental Effects Found Not to be

Significant) discusses the effects found not to be significant; and thus, not further analyzed, along with reasons supporting that determination. In summary, environmental effects found not to be significant include the following:

- Aesthetics
- Agricultural Resources
- Biological Resources (riparian habitat, wetlands, wildlife movement conflict with habitat conservation plan and local policies)
- Energy
- Geology and Soils (liquefaction, landslides, soil erosion, unstable geologic unit, expansive soils and septic tanks)
- Hazards and Hazardous Materials (public airport hazard; emergency response plan; hazardous emissions or handle hazardous materials within 0.25 mile of an existing or proposed school, wildland fires)
- Land Use and Planning
- Mineral Resources
- Noise (expose people to airport noise)
- Population and Housing
- Public Services
- Recreation
- Transportation (increasing hazards; inadequate emergency access)
- Utilities and Service Systems
- Wildfire

Environmental effects that were determined to be potentially significant or less than significant after mitigation are the focus of this Draft Project EIR and are discussed in detail under Chapter 4 of this Draft Project EIR (Environmental Analysis) and include the following:

- Air Quality
- Biological Resources (sensitive species)
- Cultural Resources
- Geology and Soils (earthquake fault rupture, seismic shaking, paleontological resources)
- GHG Emissions
- Hazards and Hazardous Materials (hazardous materials sites; routine use of hazardous materials; release of hazardous materials;)
- Hydrology and Water Quality
- Noise (increase in noise, generation of vibration)
- Transportation (conflict with Section 15064.3 of the CEQA Guidelines)
- Tribal Cultural Resources

Mitigation measures to reduce impacts to less-than-significant are proposed whenever feasible and appropriate. In addition to the environmental issues identified above, this Draft Project EIR includes all of the sections required by the CEQA Guidelines, including a discussion of feasible alternatives to the proposed Project, evaluation of cumulative and other related projects, growth-inducing effects of the proposed Project and irreversible environmental changes.

2.5 PUBLIC SCOPING PROCESS

This Draft Program EIR was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process (see Appendix A), which included the following:

- In accordance with the CEQA Guidelines, a NOP was prepared and distributed to responsible agencies, affected agencies, and other interested parties on July 2, 2021.
- The NOP was submitted to the State Clearinghouse to officially solicit participation from interested public agencies in determining the scope of the Project EIR. The NOP was not posted at the County Clerk's office because this was not required per Governor's Executive Order N-08-21.
- A public scoping meeting was held on July 13, 2021, from 6:00 PM to 7:30 PM via teleconference.
- Information requested and input provided during the 30-day public review period regarding the contents of the scope of the Project EIR were incorporated in this Draft Project EIR (see Appendix A).

The City conducted California Native American Tribal Consultation per Assembly Bill (AB) 52 as part of the Initial Study process. The purpose of the AB 52 process is to solicit input regarding potential impacts to tribal cultural resources. The City sent formal AB 52 notification letters on January 11, 2021 to the following tribes: San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Soboba Band of Luiseño Indians, San Manuel Band of Mission Indians, Morongo Band of Mission Indians and the Torres Martinez Desert Cahuilla Indians. Consultation was requested by the San Manuel Band of Mission Indians on January 25, 2021. The City completed consultation with the San Manuel Band of Mission Indians and the information summarizing the consultation process has been incorporated in Section 4.10 of this Draft Project EIR (Tribal Cultural Resources).

A consultation request was also 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 into the Initial Study and in Section 4.10 (Tribal Cultural Resources) of this EIR.



Neither the Soboba Band of Luiseño Indians nor the Torres Martinez Desert Cahuilla Indians responded to the City's AB-52 notification letters. No comments were received from Native American tribes as part of the NOP process; thus, no additional consultation with Native American Tribes occurred as part of the Draft EIR process.

2.6 ORGANIZATION OF THE PROJECT EIR

The Draft Project EIR is organized into the following chapters so the reader can easily obtain information about the proposed Project and related environmental issues:

Chapter 1: Executive Summary – Consistent with CEQA Guidelines Section 15123, the Executive Summary chapter provides a summary of the proposed Project and discussion of the Project alternatives, areas of controversy and issues to be resolved and conclusions regarding growth inducement and cumulative impacts. A summary of Project impacts and recommended mitigation measures is also provided.

Chapter 2: Introduction – Describes the purpose and use of the Draft Project EIR, provides a brief overview of the proposed Project, and outlines the organization of this Draft Project EIR.

Chapter 3: Project Description – Describes the environmental setting, proposed Project objectives, characteristics, land uses and requested Project actions.

Chapter 4: Environmental Analysis – Describes the existing physical and regulatory conditions, methods and assumptions used in impact analysis; thresholds criteria used to determine the impact significance; impacts that would result from the proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue of concern.

Chapter 5: Other CEQA Considerations – Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth inducing impacts.

Chapter 6: Alternatives – Consistent with CEQA Guidelines Section 15126.6, this chapter evaluates feasible alternatives to the proposed Project and the potential environmental effects of those alternatives. The analysis includes evaluation of the No-Project Alternative and discusses the Environmentally Superior Project Alternative.

Chapter 7: References – Identifies the documents and individuals consulted in preparing the Draft Project EIR.

Chapter 8: List of Preparers – Lists the individuals involved in preparing the Draft Project EIR and organizations and persons consulted.

Appendices – The Appendices include technical studies and reports and other relevant reference material used in evaluating the impacts of the proposed Project and referenced in the environmental analysis.



2.7 PUBLIC REVIEW AND THE FINAL PROJECT EIR

Notice of availability of the Draft Project EIR for the proposed Project has been distributed to public agencies, organizations, and interested groups and persons for comment during the formal review period. Copies of the Draft Project EIR are available upon request and also available for review at the following locations:

- *City of Rancho Cucamonga City Clerk Office*, located at 10500 Civic Center Drive, Rancho Cucamonga, CA, during weekdays Monday through Thursday between the hours of 10:00 AM and 4:00 PM.
- *City of Rancho Cucamonga Website*: <https://www.cityofrc.us/community-development/planning>
- *CEQAnet Web Portal*: <https://ceqanet.opr.ca.gov/2019110342/2>

Interested agencies and members of the public are invited to provide written comments on the Draft EIR. Due to the time limits mandated by state law (CEQA Guidelines Section 15205(d)), comments should be sent to the City at the earliest possible date but received no later than **4:00 PM on December 27, 2021** which is 45 days after publication of the Notice of Availability for this Draft Project EIR. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each comment. A Final Project EIR will be prepared incorporating all the comments received, responses to the comments, and changes (if any) to the Draft Project EIR that result from the comments received.

Written comments, to be received no later than **4:00 PM on December 27, 2021** can be sent to the City at the mailing address or email address below:

City of Rancho Cucamonga
Planning Department 10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Attn: Vincent Acuna, Associate Planner, vincent.acuna@cityofrc.us

It is requested that all mailed or emailed communications on this proposed Project include reference to the Project title “Jersey Industrial Complex Project” in the subject line. Agency responses to the Draft Project EIR should include the name and contact information of the person within the commenting agency to whom responses or future information may be directed.



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CHAPTER 3

PROJECT DESCRIPTION

3.1 OVERVIEW

The Jersey Industrial Complex Project site consists of approximately 7.39 gross acres. The Project site is vacant and has never been developed. This chapter includes a description of the existing environmental setting, a detailed description of the purpose and need for the proposed Project, Project characteristics proposed, and a summary of the discretionary approvals required for implementation.

3.2 LOCATION

The Jersey Industrial Complex Project site is located at the northwest corner of Jersey Boulevard and Milliken Avenue in the City of Rancho Cucamonga, California (see Figure 3.2-1). The City of Rancho Cucamonga is located within the greater Inland Empire, at the base of the San Gabriel Mountains in western San Bernardino County. It is bound by the cities of Upland, Ontario, Fontana, the San Bernardino National Forest, and parts of unincorporated areas of San Bernardino County. Major transportation facilities in and near the City include State Route 210, Interstate 15, Interstate 10, Foothill Boulevard, also known as Historic Route 66, the Metrolink rail corridor, and Los Angeles/Ontario International Airport. A Burlington Northern Santa Fe railroad spur is located adjacent to west of the Project site.

The Project site is located within Section 7 of Township 1 South, Range 6 West, San Bernardino Base and Meridian. The Project site is depicted on the United States Geological Survey (USGS) *Guasti, CA* 7.5-minute topographical map (Figure 3.2-2). Bounded on the south by Jersey Boulevard and on the east by Milliken Avenue, the Project site is located approximately 1.9 miles north of the Interstate 10 Freeway/Milliken Avenue on/off ramp, approximately 2.8 miles south of the State Route 210 Freeway/Milliken Avenue on/off ramp, and 0.8 miles east of Interstate 15.

The Project site is surrounded by industrial uses with the exception of City of Rancho Cucamonga Fire Station #174 and training facility, which is located directly south of the site on the south side of Jersey Boulevard.

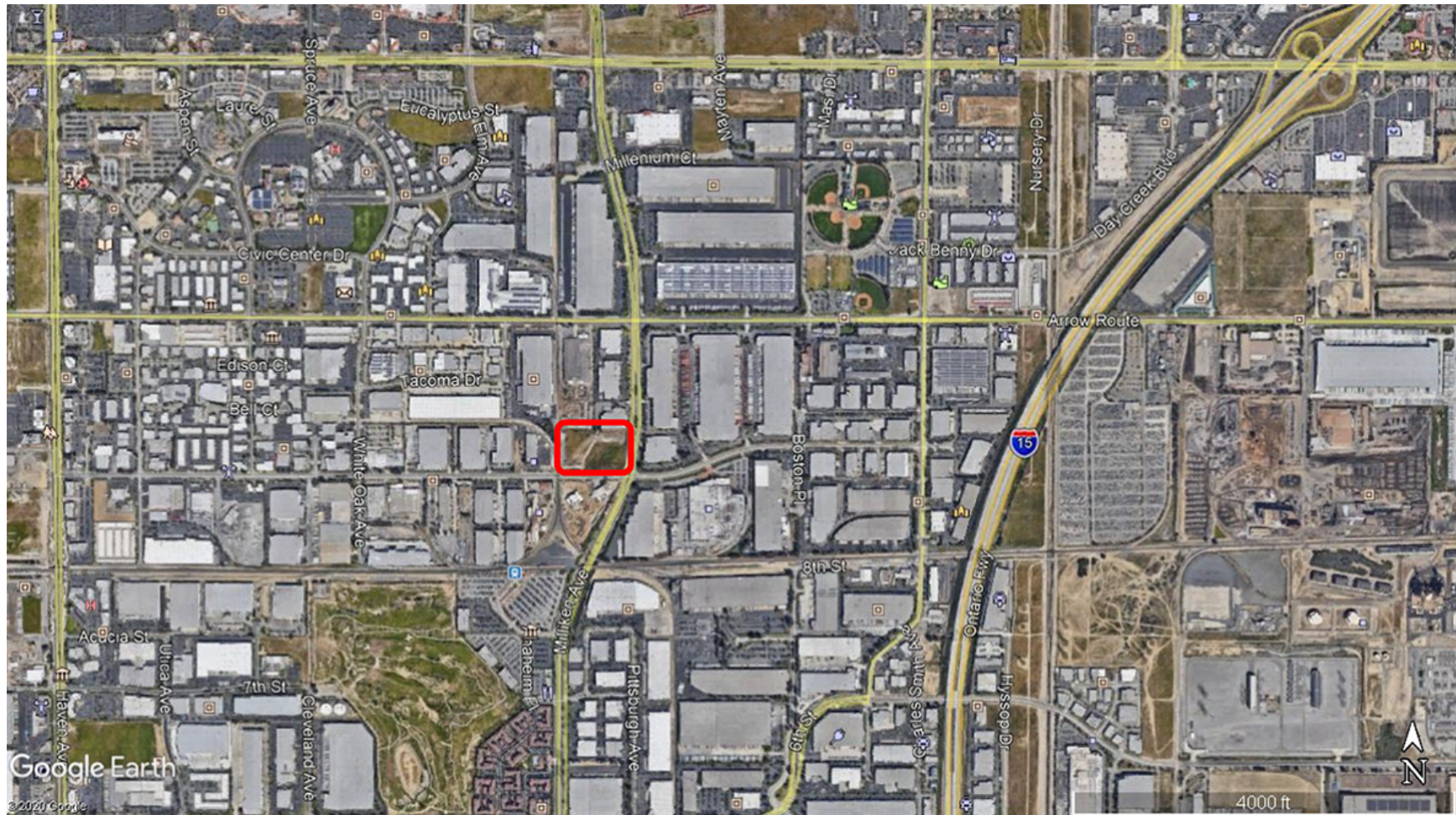


FIGURE 3.2-1—Vicinity Map

 - Project Site

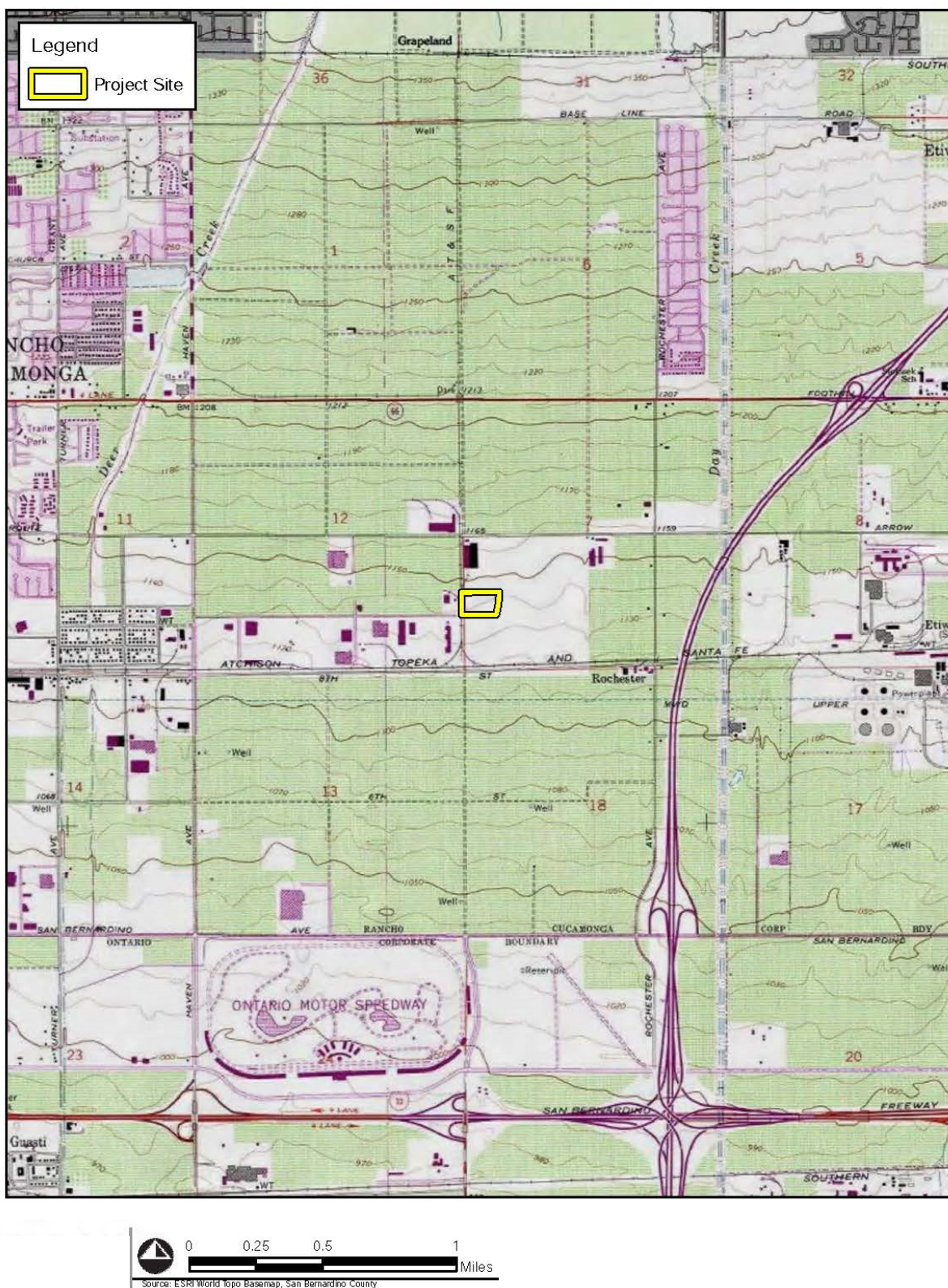


Figure 3.2-2 USGS Quad Map

Jersey Industrial Complex Project Draft EIR

3.3 EXISTING SETTING

3.3.1 City of Rancho Cucamonga

The City of Rancho Cucamonga (City) covers approximately 38 square miles, with another 3.5 square miles within the City's Sphere of Influence. Existing land uses within the City include a range of residential, commercial, industrial, open space, and institutional uses, with the majority of residential uses located north of Foothill Boulevard and industrial uses largely located south of Foothill Boulevard. All uses adjacent to and proximal to the site are existing warehouses and light industrial buildings. The City has an estimated 2021 population of 175,131 (DOF 2021).

3.3.2 Existing Land Use Designations and Zoning

The Jersey Industrial Complex Project site has a General Plan land use designation of Heavy Industrial and a zoning designation of Minimum Impact/Heavy Industrial (MI-HI). All parcels adjacent to the Project site have the same General Plan designation. The parcel located adjacent to, and south of the Project site across Jersey Boulevard, is zoned Public/Civic.

3.3.4 Surrounding Land Uses

As stated, uses surrounding the proposed Project site are comprised of industrial/warehouse buildings. All parcels adjacent to the site are developed. The City of Rancho Cucamonga Fire Station #174 and training facility is located across Jersey Boulevard to the south of the Project site on the parcel zoned Public/Civic.

3.4 PROJECT OBJECTIVES

The following objectives have been identified for the proposed Project:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan* and *Municipal Code*;
2. Develop a vacant and underutilized Project site;
3. Contribute to the warehousing resources in the City of Rancho Cucamonga by constructing and operating a facility that is designed to be consistent with contemporary industry standards for operational design criteria, can accommodate a wide variety of users and is economically competitive with similar industrial buildings in the local area and region;
4. Create employment opportunities in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment

and improve the jobs -to-housing balance. The Project would create approximately 111 new jobs (see Section 5.4 of this Draft EIR);

5. Develop a project with an architectural design and operational characteristics that complement existing buildings in the immediate vicinity;
6. Maximize industrial warehouse buildings in proximity to an already-established industrial area, designated truck routes, and the State highway system to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses; and,
7. Develop a property that has access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.

3.5 PROJECT DESCRIPTION

3.5.1 Proposed Project Overview

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 Project site is 7.39 acres in size and zoned Medium Impact/Heavy Industrial. The Project 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, slag fill material was identified on the site during preparation of a Phase I Environmental Site Assessment (Phase I ESA) in 2002. A Phase II ESA was performed in August 2015. Research determined the material was deposited on-site sometime between 1994 and 2002 based on aerial photographs. The material's origin is unknown; however, 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 conducted in late 2019 through early 2020. The site was fully remediated consistent with the Phase II ESA and remediation plan. Additional details on the remediation activities completed at the Project site are provided in Section 4.6, *Hazards and Hazardous Materials*, of this Draft EIR.

The Project would construct and operate a new warehouse building for non-perishable goods with 143,014 square feet (SF) of storage in four separate units with four loading docks for each unit. Unit 101 would be 43,368 SF; Units 102 and 103 would be 39,213 SF; Unit 104 would be 38,490 SF. The Project would also provide 8,127 SF of mezzanine storage, 8,127 SF of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312-square foot electrical

room. No refrigerated/cold storage would be provided in the proposed warehouse; thus, the Project will only accommodate tenants storing non-perishable goods. As shown on Table 3.5-1, the total building area would be 159,580 SF. The highest point of the building would be 42 feet above ground level. These would be the architectural parapets on the building frontage. This would accommodate a two-story office and mezzanine storage area and interior warehouse space equivalent to two stories in height. A total of 91 parking spaces are proposed.

**TABLE 3.5-1
BUILDING SUMMARY**

Proposed Use	Building Area (SF)
Warehouse Space	143,014 SF
Mezzanine Storage	8,127 SF
Office Space	8,127 SF
Electrical Room	312 SF
Total Building Area	159,580 SF

Security lighting visible from adjacent streets and businesses would be installed as part of the Project. The windows would be comprised of tinted glass rather than mirrored to minimize glare during daylight hours. All outdoor street lighting and on-site security lighting and landscape 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. Fire suppression would be designed per the Municipal Code and Ordinance FD-56 (November 2016). The building would be oriented east/west with vehicle access to office space fronting the building from Jersey Boulevard. The Project site plan is shown in Figure 3.5-1. A rendering of the Project looking north from Jersey Boulevard is shown in Figure 3.5.2.

Construction Characteristics

Construction is expected to begin in mid-2022 and be completed by mid-2023 (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.

Operational Characteristics

The proposed building would be used primarily for the storage and distribution of non-perishable goods. 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, with exterior loading and parking areas illuminated at night. The office personnel would work during typical daytime office hours (8:00 am to 5:00 pm). Per the *Trip Generation and Vehicle Miles Traveled (VMT) Assessment* (VMT Assessment), August 2021 (Appendix K), the Project is estimated to generate 182 daily passenger vehicle trips and 96 daily truck trips. The PM peak hour trip generation would be 31 trips. When truck trips are converted to Passenger Car Equivalents (PCEs), the Project would generate 426 total daily trips of which 48 would occur during the PM peak hour. (see Table 4.9-2 of this Draft EIR).



Figure 3.5-1— Site Plan

Fig



JERSEY INDUSTRIAL COMPLEX
NORTHWEST CORNER OF MILLIKEN AVE. AND JERSEY BLVD.
RANCHO CUCAMONGA, CA 91730

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Figure 3.5-2 Building Rendering

3.5.2 Proposed Site Improvements

To support the warehouse development described above, the proposed Project will include the development of access improvements, parking facilities, landscaping, and installation of utilities.

Access, Circulation and Parking Facilities

Vehicle access to the Project site is currently provide existing driveways on Milken Avenue and on 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. All employee and vendor vehicles would enter from Jersey Boulevard. No off-site road improvements are required. As stated, a total of 91 parking spaces would be provided on-site.

Landscape Character

Landscape provides a framework to visually reinforce the industrial theme within the overall Project as well as along both Jersey Boulevard and Milliken Avenue. Plant types and species will have been selected based on hydro zones (water use requirements), function (screening, shade), maintenance and aesthetics.

Shade canopy trees will be installed as a backdrop for all landscaping improvements to provide shade, partially screen the building and reduce the heat island effect. In addition, planting beds with varied shrub species will be installed along sidewalks in the landscaping foreground. No turf is proposed on-site.

Utilities

The proposed Project includes provision of sewer, water, storm drain, electricity and telephone/data lines to the Project.

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 currently 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.

Communication services, including digital cable and high-speed internet services, in the City of Rancho Cucamonga are provided by Spectrum and Frontier Communications. Solid waste collection and transport in the City of Rancho Cucamonga is collected by Burrtec Waste Industries, Inc.

Sewer would be conveyed by the Cucamonga Valley Water District (CVWD) via a new lateral from Milliken Avenue to the north side of the proposed building. Sewer would be conveyed to the Inland Empire Utilities Agency for treatment.

Potable water would be provided by the CVWD via new meters connected to a water main located in the Jersey Boulevard corridor. Water for fire service would be provided via a looped system with a detector check and connection to the water main near the central driveway approach. A second detector check and fire service connection would be located north of the proposed driveway approach on Milliken Avenue. The fire service line would run westerly in the south parking lot towards the western property line, north in westerly drive aisle then east in the truck yard north of the dock walls to Milliken Avenue. On-site fire hydrants would be spaced at 300-foot intervals.

3.6 GRADING PLAN

Detailed grading studies and cut and fill calculations have been developed to generate the grading concept for the proposed Project. The Project site will require 6,208 cubic yards of cut and 17,837 cubic yards of fill. Approximately 12,800 cubic yards of import will be required. Figure 3.5-3 presents the proposed grading plan for the proposed Project.

3.7 WATER QUALITY PLAN

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. Overflows would be intercepted by the existing outlet pipe discharging into the existing public catch basin in the Jersey Boulevard right-of-way. The proposed drainage areas are shown in Figure 3.5-4.



3.8 PROJECT IMPLEMENTATION SCHEDULE

Construction is expected to begin in mid-2022 and be completed by mid-2023 (approximately 12 months). The Project would be constructed in one phase.



3 – PROJECT DESCRIPTION

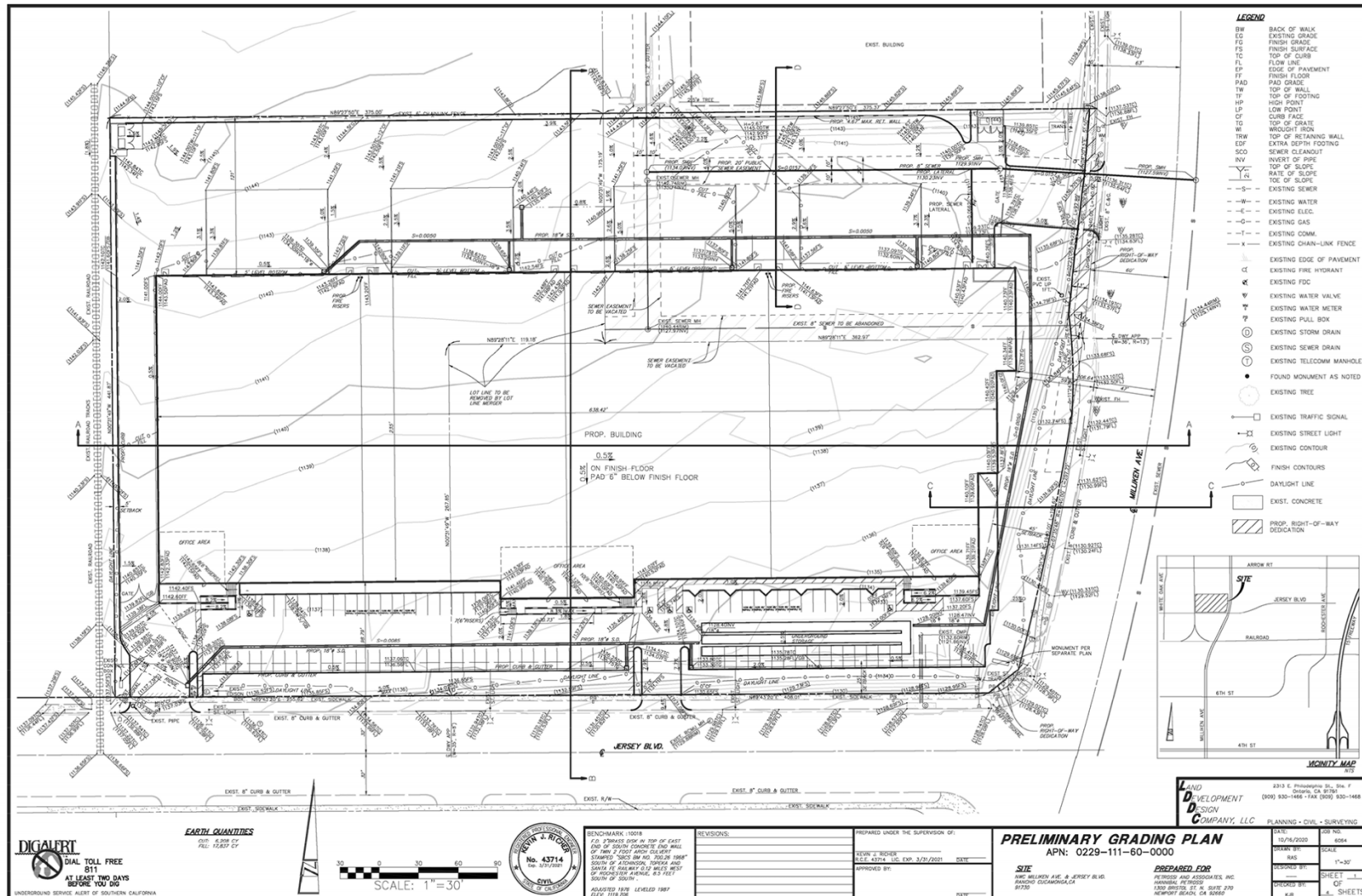


Figure 3.5-3 Preliminary Grading Plan

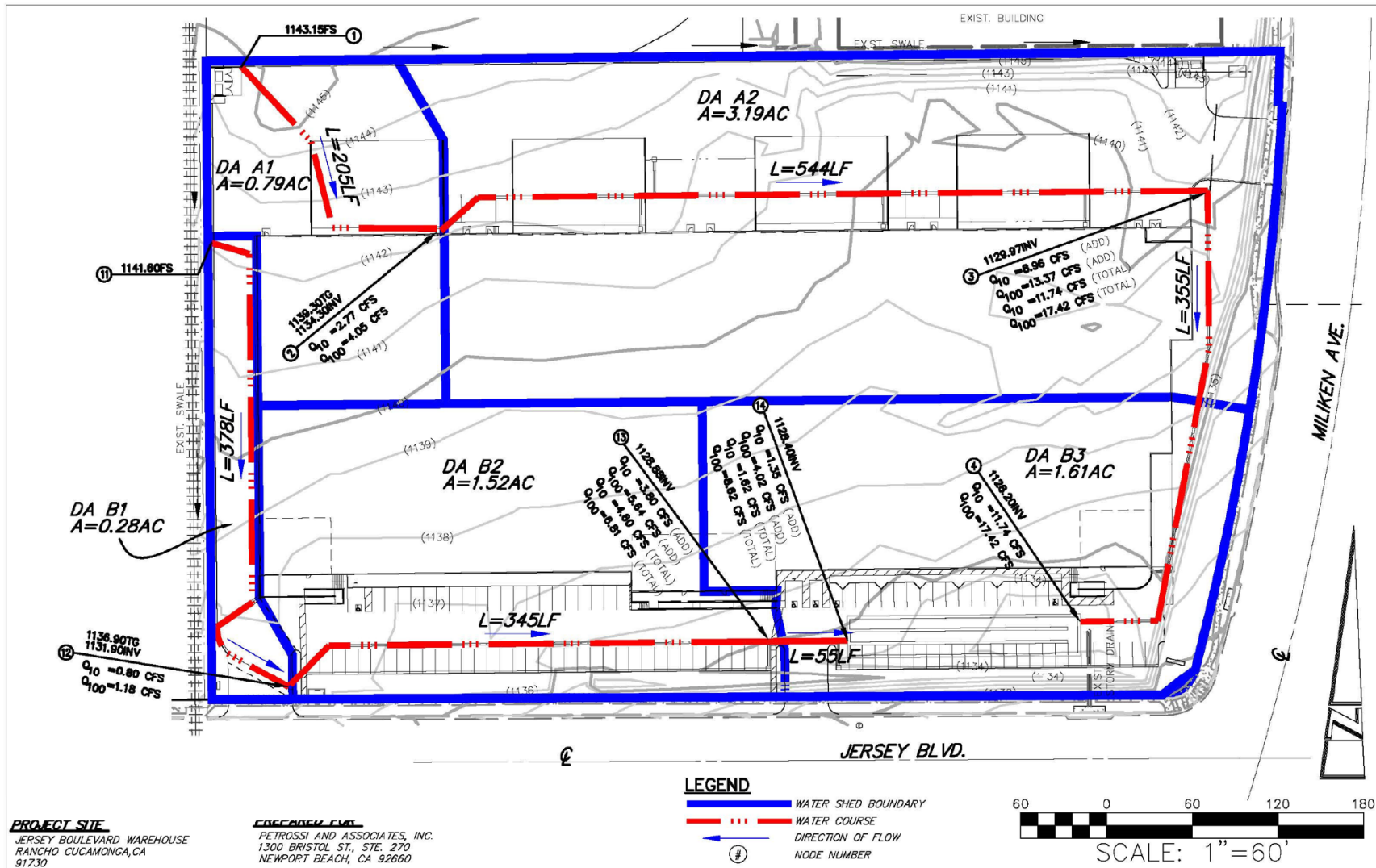


Figure 3.5-4 Proposed Drainage Areas

3.9 CUMULATIVE PROJECTS

Cumulative impacts refer to the combined effect of proposed Project impacts with the impacts of other past, present, and reasonably foreseeable future projects. According to the CEQA Guidelines Section 15355 “cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the proposed Project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. In addition, as stated in the CEQA Guidelines Section 15064 (h)(4), “the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project’s incremental effects are cumulatively considerable.”

The CEQA Guidelines Section 15130 (b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- 1) A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- 2) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative analysis provided in this Draft Project EIR utilizes the first method and is based on a list of future projects provided by the City Planning Department. Cumulative project land uses and intensities are provided in Table 3.9-1. Figure 3.9-1 shows all the projects within a 2.5-mile radius of the Project site. For the purpose of the cumulative effects analysis, only those within the 2.5-mile radius are considered. There are no current or past projects that, when combined with the proposed Project, could create a cumulative effect.

**TABLE 3.9-1
CUMULATIVE PROJECTS**

No.	Common Name	Location	Description
1.	The Bungalows at Terra Vista	Southeast corner of Haven and Church	214 Multi-Family Units
2.	Van Daele	The Resort, 9301 The Resort Pkwy, Rancho Cucamonga, CA 91730	296 Multi-Family Development
3.	New Home	The Resort, 9301 The Resort Pkwy, Rancho Cucamonga, CA 91730	135 Multi-Family Development
4.	Tempo at the Resort	The Resort	80 Single-Family Condominiums
5.	Homecoming at the Resort	The Resort	867 Multi-Family Units
6.	Carwash	Arrow west of Archibald	New Carwash

**TABLE 3.9-1
CUMULATIVE PROJECTS**

No.	Common Name	Location	Description
7.	Haven and Arrow	Southwest corner of Haven Avenue and Arrow Route	200,175 SF commercial/office complex consisting of a 6-story office building with restaurant, a 3-story office building with restaurant, three 3 single-story office and restaurant buildings, and a 2-level parking structure
8.	8281 Utica Office	8281 Utica	12,000 SF office building
9.	7-11/Laredo Taco Gas Station	Archibald/9th St	6,600 SF building including a 7-11 convenience store and Laredo's Tacos Restaurant plus gas station
10.	Station 178	Town Center Drive / Terra Vista Parkway	Construction of a new 2-story fire station for RCFPD
11.	Siamak Coffee House	Southeast corner of Arrow and Pecan	1000 SF building for new coffee shop.
12.	Hickory and Arrow Industrial	Southwest corner of Hickory and Arrow	34,161 square foot industrial/warehouse building
13.	Scheu	9668 7th Street	124K and 74K Buildings
14.	104,269 Industrial Building	East Side of Pecan South of Arrow	104,269 SF Industrial Building
15.	23,380 SF. Commercial warehouse	9125 Hyssop Drive	23,380 SF commercial warehouse building
16.	Two industrial warehouse buildings	12434 4th Street	Two buildings totaling 2.2M SF; project involves GPA, ZMA.
17.	5th and Hermosa	Southwest corner of 5th Street and Hermosa	Construction of new 140k SF spec warehouse building
18.	Air Liquide	12550 Arrow Route	New industrial building 16,000 SF, with 3,000 SFSF office space for air liquide production/manufacturing
19.	Day Creek Villages	Southwest corner of Day Creek Boulevard and Baseline Road	392 residential units, 71 room hotel, and 21,627 SF of commercial space
20.	Westbury	West Side of East Avenue North of Foothill Boulevard	133 Unit Mixed Use Project
21.	Cityscape	Northwest Corner of Foothill Boulevard and Etiwanda Avenue	160 Unit Mixed Use Project
22.	Watt	Southwest corner of Foothill Boulevard and Haven Avenue	302 Unit Mixed Use Development

**TABLE 3.9-1
CUMULATIVE PROJECTS**

No.	Common Name	Location	Description
23.	Empire Lakes Specific Plan	Resort Development - North of 6th Street	Amendment to the current specific plan to address circulation changes, planning areas for the north portion of the Resort
24.	Arte (Formerly the Vitner)	Northeast corner of Foothill Boulevard and Hermosa Avenue	182-Unit Mixed-Use Apartments
25.	Alta Cuvee	Southeast corner of Foothill Boulevard and Etiwanda Avenue	260-unit Mixed-Use Apartments
26.	Harvest at Terra Vista	Northwest corner of Foothill Boulevard and Milliken Avenue	660-unit Mixed Use Apartments

Notes: GPA = General Plan Amendment

3.10 DISCRETIONARY ACTIONS

3.10.1 City of Rancho Cucamonga

The City is expected to use the information contained in this Draft Project EIR for consideration of approvals related to and involved in proposed Project implementation. Potential actions to be considered by the City for the proposed Project may include, but not be limited to the following:

- Certification of the Final Project EIR
- Approval of Design Review (DR)(DRC2019-00766)

In addition to the discretionary action listed above, subsequent actions by the City to construct specific elements of the proposed Project may include approval of:

- Final Site Plans
- Building Permits

3.10.2 Responsible and Trustee Agencies

The Project EIR provides environmental information to responsible and trustee agencies and other public agencies that may be required to grant approvals or coordinate with the City as a part of implementation of the proposed Project. These agencies would include the following:

- South Coast Air Quality Management District (SCAQMD)
- San Bernardino County Flood Control District
- Cucamonga Valley Water District (CVWD)
- Inland Empire Utility Agency (IEUA)

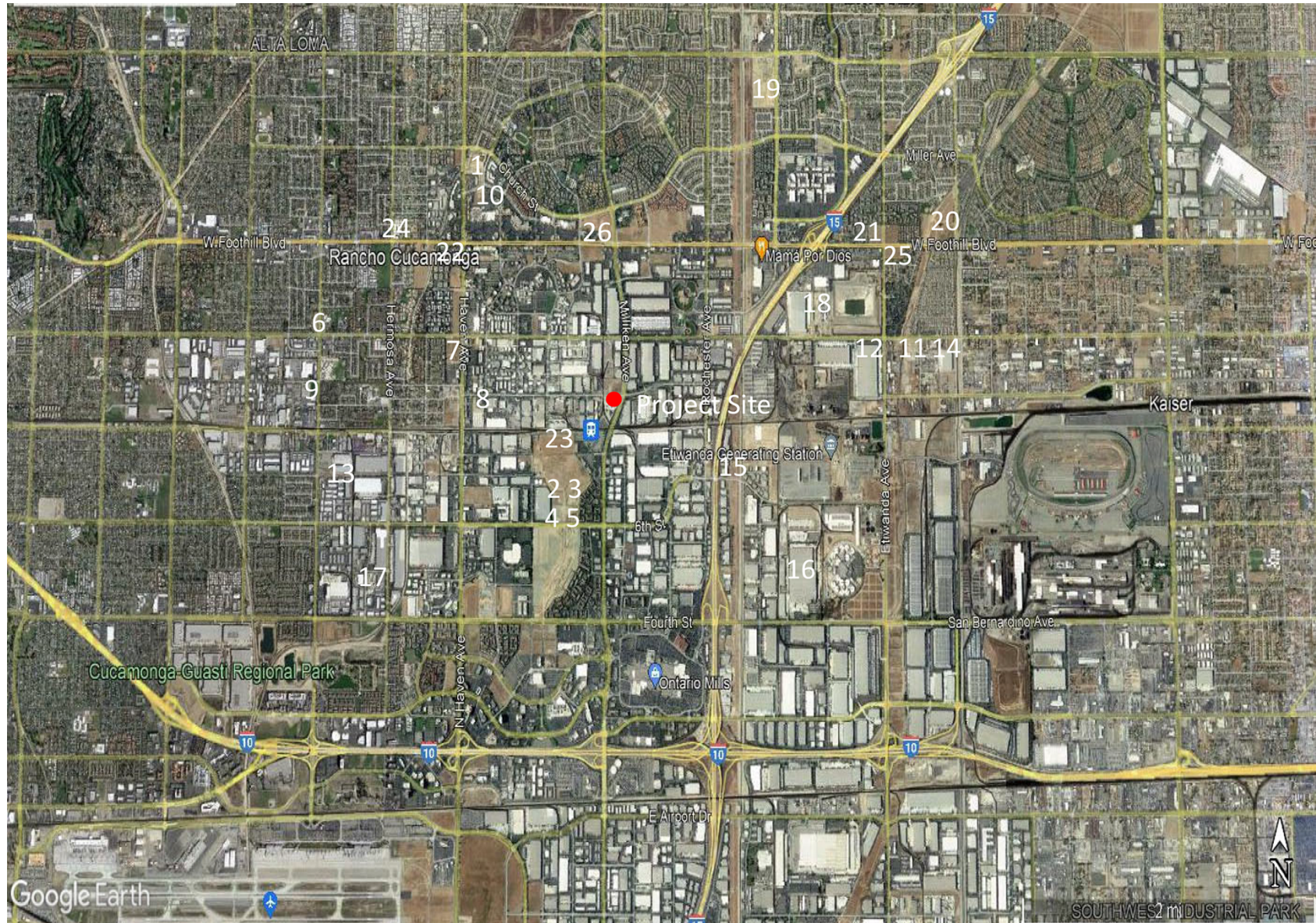


Figure 3.9-1: Cumulative Projects

Jersey Industrial Complex Project Draft EIR

November 2021

3.11 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Project Initial Study (SCH#2021040209), April 2021.

Birdseye Planning Group, LLC, *Jersey Industrial Complex Noise Report*, May 2020.

City of Rancho Cucamonga, Cumulative Projects List, July 2021.

City of Rancho Cucamonga standards defined per Section 17.120.020 (I) and 17.58.050 of the Municipal Code.

Land Development Design Company, LLC., *Water Quality Management Plan for Jersey Boulevard Warehouse*, May 2019.

California Department of Finance, Demographic Research Unit, Population Estimates for Cities, Counties, and the State January 1, 2017 and 2018, website accessed June 2021.

Mizuta Traffic Consulting, Inc., *Trip Generation and VMT Analysis*, July 2021.

Petrossi & Associates, Inc., Architectural Design Materials, June 2021.

William Simpson & Associates, Inc., Site Plan, Grading Plan and Related Project Information, July 2021.

CHAPTER 4

ENVIRONMENTAL ANALYSIS

As discussed in Chapter 1.0, the City determined that an EIR would be required for the proposed Project. Issue areas discussed in Section 5.1 were identified as having no impact or a less than significant impact and further analysis of those issues is not discussed in this Draft Project EIR. Chapter 4.0 of this Draft Project EIR includes the environmental analysis for each environmental topic for which the proposed Project may result in potentially significant adverse impacts to some or all of the significance thresholds within the following topical areas:

- 4.1 – Air Quality
- 4.2 – Biological Resources
- 4.3 – Cultural Resources
- 4.4 – Geology/Soils
- 4.5 – Greenhouse Gas Emissions
- 4.6 – Hazards and Hazardous Materials
- 4.7 – Hydrology and Water Quality
- 4.8 – Noise
- 4.9 – Transportation
- 4.10 – Tribal Cultural Resources

Sections 4.1 through 4.10 provide a discussion of each topical area organized as follows:

- Introduction
- Environmental Setting
- Regulatory Setting
- Methodology
- Thresholds of Significance
- Impacts and Mitigation
 - Impact Analysis
 - Mitigation Measures
 - Level of Significance (after Mitigation)
 - Cumulative Impacts

For potential impact and threshold criteria, a determination of the level of significance of the impact is provided in accordance with the following categories:

- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Potentially Significant.** A *potentially significant impact* would have a substantial adverse impact on the environment.
- **Significant and Unavoidable.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

4.1 AIR QUALITY

This section describes the existing air quality and potential impacts of the proposed Project on the proposed Project site and the surrounding area. The material presented herein is summarized from the *Jersey Industrial Complex Project Air Quality and Greenhouse Gas Report* prepared by Birdseye Planning Group, LLC, revised July 2021, and provided herein as Appendix B. The *Bridge Point Rancho Cucamonga Project Draft EIR* (SCH#2020100056) (May 2021) was reviewed to ensure consistency with the methodology used to perform the air quality impact analysis.

4.1.1 Existing Conditions

Air Pollution Regulation

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in California. Federal and state ambient air quality standards have been established for six criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide (H₂S), vinyl chloride (C₂H₃Cl), and visibility-reducing particles. Table 4.1-1 lists the current federal and state ambient air quality standards for each of these pollutants. Standards have been set at levels intended to be protective of public health. California ambient air quality standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for CO.

**TABLE 4.1-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	CALIFORNIA STANDARDS ¹		NATIONAL STANDARDS ²		
		Concentration ³	Method ⁴	Primary ^{3, 5}	Secondary ³	Method ⁷
Ozone ⁸ (O ₃)	1 hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 hours	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m ³)	--	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
Nitrogen Dioxide (NO ₂) ¹⁰	Annual Average	0.030 ppm (57 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence

**TABLE 4.1-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	CALIFORNIA STANDARDS ¹		NATIONAL STANDARDS ²		
		Concentration ₃	Method ⁴	Primary ^{3, 5}	Secondary ³	Method ⁷
		1 hour	0.18 ppm (339 µg/m³)		100 ppb (188 µg/m³)	--
Sulfur Dioxide (SO ₂) ¹¹	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 mg/m³)	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m³)		0.14 ppm (365 µg/m³)	--	
	3 hours	--		--	0.5 ppm (1300 µg/m³)	
	1 hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)	--	
Respirable Particulate Matter (PM ₁₀) ⁹	24 hours	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	150 µg/m³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		--	--	
Fine Particulate Matter (PM _{2.5}) ⁹	Annual Arithmetic Mean	12 mg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m³	Same as Primary Standard	
Sulfates	24 hours	25 µg/m³	Ion Chromatography	--	--	--
Lead ^{12, 13} (Pb)	30-day Average	1.5 mg/m³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m³	Same as Primary Standard	
	3-month Rolling Average	--		0.15 µg/m³		
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride ¹²	24 hours	0.010 ppm (26 µg/m³)	Gas Chromatography	--	--	--

Notes: ppm = parts per million µg/m³ = micrograms per cubic meter mg/m³ = milligrams per cubic meter
Source: California Air Resources Board 2017.

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations (CCR).
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over

TABLE 4.1-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	CALIFORNIA STANDARDS ¹		NATIONAL STANDARDS ²		
		Concentration ³	Method ⁴	Primary ^{3, 5}	Secondary ³	Method ⁷

three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/ m³ to 12.0 µg/ m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/ m³, as was the annual secondary standard of 15 µg/ m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/ m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/ m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Local control in air quality management is provided by the CARB through county-level or regional (multi-county) Air Quality Management Districts (AQMDs). The CARB establishes air quality standards and is responsible for control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 15 air basins statewide. The Project site is located within the South Coast Air Basin (SCAB), which includes portions of Los Angeles, Orange and Riverside Counties. Air quality conditions in the Project area are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” The Basin, in which the Project site is located, is a non-attainment area for both the federal and state standards for O_3 and $PM_{2.5}$. The Basin is in attainment for the state and federal standards for PM_{10} , NO_2 , and CO. Characteristics of O_3 , CO, NO_2 , and suspended particulates are described below.

Ozone. O_3 is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG)¹. NO_x are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. O_3 is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide. CO is a local pollutant that is found in high concentrations only near the source. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide. Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . NO_2 is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. NO_2 absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.

Suspended Particulates. PM_{10} is particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both PM_{10} and $PM_{2.5}$ are by-products of fuel combustion and wind erosion of soil and unpaved roads and are directly

¹ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC).

emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Toxic Air Contaminants/Diesel Particulate Matter. Hazardous air pollutants, also known as toxic air pollutants (TACs) or air toxics, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Examples of toxic air pollutants include:

- benzene, which is found in gasoline;
- perchloroethylene, which is emitted from some dry-cleaning facilities; and
- methylene chloride, which is used as a solvent.

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 (HRA), 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 NOx. Information on TAC and DPM is provided herein for reference only. While truck operation would generate DPM, the site is not located in proximity to sensitive receptors such that the use would pose a health risk or justify further evaluation in a health risk assessment.

Regional Climate and Local Air Quality

South Coast Air Basin. The combination of topography, low mean mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the South Coast Air Basin (SCAB) the worst air pollution problem in the nation. Climate in the SCAB is determined by its terrain and geographical location. The SCAB consists of a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and

high mountains surround the rest of the SCAB. The SCAB lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, or easterly Santa Ana wind conditions can occur.

Annual average temperatures vary little throughout the SCAB, ranging from the low-to-middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The majority of annual rainfall in the SCAB occurs between October and March. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the SCAB and along the coastal side of the mountains. Average temperatures in winter months in the Project area range from a low of 34 degrees (°) F to a high of 68° F. In the summer, average temperatures range from a low of 59 ° F to a high of 98° F. During an average year, the greatest amount of precipitation, 2.86 inches, occurs in February.

The SCAQMD operates a network of 38 ambient air monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal standards. The air quality monitoring station located nearest to the Project site is the Upland station, located approximately five (5) miles southwest of the Project site. Table 4.1-2 provides a summary of monitoring data at the Upland Station for O₃ and PM₁₀. As referenced, the SCAB is a nonattainment area for these two pollutants.

TABLE 4.1-2
AMBIENT AIR QUALITY DATA

Pollutant	2017	2018	2019
Ozone, ppm - Worst Hour	0.127	0.111	0.107
Number of days of State exceedances (>0.070 ppm)	87	52	52
Particulate Matter <10 microns, µg/m ³ Worst 24 Hours	106.5	156.6	125.9
Number of samples of State exceedances (>50 µg/m ³)	*	*	
Number of samples of Federal exceedances (>150 µg/m ³)	*	1	0
Particulate Matter <2.5 microns, µg/m ³ Worst 24 Hours	53.2	47.9	91.1
Number of samples of State exceedances (>12 µg/m ³)	*	*	*
Number of samples of Federal exceedances (>12 µg/m ³)	*	*	*

Upland – 1350 San Bernardino Road Monitoring Station

*Data insufficient to determine the value

Source: California Air Resources Board, 2017, 2018, 2019 Annual Air Quality Data Summaries available at <http://www.arb.ca.gov/adam/topfour/topfour1.php>

As shown, both the federal and state ozone standards were exceeded at the Upland monitoring station during each of the last three years. The federal PM₁₀ standard was exceeded one time during the last three years. Insufficient data was available to determine whether the state standard was exceeded or whether the PM_{2.5} standard was exceeded.

Sensitive Receptors. Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to air pollutants. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare as well that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The nearest land use to the Project site that is considered a sensitive receptor for the purposes of evaluating air quality impacts, is the Solamonte Apartments which is located at 9200 Milliken Avenue approximately 0.5 miles (2,690 feet/743 meters) south of the Project site. This receptor is used for evaluation of localized impacts of NO_x, CO, PM₁₀ and PM_{2.5}.

Air Quality Management Plan

The NAAQS and CAAQS presented in Table 4.2-1 establish the context for the local AQMPs and for determining the significance of a project's contribution to local or regional pollutant concentrations. The NAAQS and CAAQS represent the level of air quality considered safe, with an adequate safety margin, to protect public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise.

The SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth and minimize any negative fiscal impacts of air pollution control on the economy. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

In March 2017, the SCAQMD released the Final 2016 AQMP, the most recent approved AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS and explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from

other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and updated emission inventory methodologies for various source categories.

The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known. The 2016 AQMP is available to download at

<https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>

4.1.2 Regulatory Setting

The air quality at the proposed Project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs.

Federal Regulations

The USEPA regulates emissions sources such as aircraft, ships, and certain locomotives. The USEPA's air quality mandates are drawn primarily from the Clean Air Act (CAA), which was first enacted in 1955 and subsequently amended; Congress's most recent major amendments were in 1990. The CAA established National Ambient Air Quality Standards (NAAQS). These standards identify air quality levels for criteria pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe (with an adequate margin of safety) to protect the public health and welfare. As part of its enforcement responsibilities, the USEPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that includes pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attaining and incorporating additional sanctions for failure to attain or meet interim milestones. The CAA sections most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}.

State Regulations

California Environmental Protection Agency

The mission of the California Environmental Protection Agency (CalEPA) is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality. This is accomplished by developing, implementing, and enforcing environmental laws that regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. Relevant to air quality, the CalEPA consists of the CARB and the Office Environmental Health Hazard Assessment (OEHHA). In 2012, the Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for the investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. SB 535 directed that 25% of the Greenhouse Gas Reduction Fund's proceeds go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25% of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by OEHHA to help identify California communities that are most affected by sources of pollution.

California Air Resources Board (CARB)

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for ensuring implementation of the California Clean Air Act (CCAA) (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates the achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, H₂S, and C₂H₃Cl. However, at this time, H₂S and C₂H₃Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (as shown in Table 4.1-1).

Community Air Protection Program

In response to AB 617 (2017), which addresses criteria air pollutants and TACs from sources other than vehicles, CARB established the Community Air Protection Program (CAPP). The CAPP's focus is to reduce exposure in communities most impacted by air pollution. This Statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities and grants to support community participation in the CAPP process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data,

which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission (CBSC). The CBSC updates the CALGreen program regularly, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2019 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand-responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings. The California Energy Commission anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after the implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Non-residential buildings will use approximately 30% less energy due to lighting upgrade requirements.

Regional Regulations

South Coast Air Quality Management District

The Project is in the City of Rancho Cucamonga, in the SCAB, where the SCAQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all applicable federal and State government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines when necessary. SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs.

SCAQMD Rules

There are numerous requirements that development and redevelopment projects must comply with by law. They were put in place by federal, State, and local regulatory agencies to improve air quality.

SCAQMD Rule 402, Nuisance, states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403, Fugitive Dust, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earthmoving and grading activities.

SCAQMD Rule 1113 limits the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

SCAQMD Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminant . . .”, and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate. Rule 219, Equipment Not Requiring a Written Permit Pursuant to Regulation II, identifies “equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits . . .”

SCAQMD Rule 2202 provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and State CAA requirements. This Rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average, unless otherwise exempt. An employer subject to this Rule is required to annually register with the SCAQMD to implement an emission reduction program, in accordance with subdivisions (f) and (g), that will obtain emission reductions equivalent to a worksite specific emission reduction target (ERT) specified for the compliance year.

Local Regulations

Rancho Cucamonga General Plan

The Public Health and Safety Chapter of the General Plan (2010) addresses air quality, atmosphere, and climate. Motor vehicles represent the major source of regional emissions

throughout the SCAB and the City. The Public Health and Safety Chapter identifies the sources of non-mobile air pollution include industrial/manufacturing uses, auto repair businesses, dry cleaners, and other businesses that regularly use chemical solvents. Common sources of PM₁₀ include road dust, construction activity, grading, and fires (including fireplaces). Air pollution is significantly worse where air pollutants are concentrated, including energy-intensive industrial areas, high volume roads, diesel truck routes, rail yards, and seaports.

City of Rancho Cucamonga Development Code

Chapter 17.50, Implementation of Green Building Code, of the City's Development Code requires that new non-residential (including mixed-use development) and residential development or substantial renovations comply with all mandatory provisions of the "City of Rancho Cucamonga, Green Building Compliance Matrix" as required by the CalGreen Code.

Section 17.64.100, Bicycle Parking Requirements, of the City's Development Code, requires that all new construction provide bicycle parking. This section of the Development Code outlines requirements for short- and long-term bicycle parking (number of spaces, design requirements, etc.), parking and maneuvering areas, and visibility. Requirements for the number of bicycle parking spaces are similar to those outlined in the CalGreen Code.

Chapter 17.78, Transportation Demand Management (TDM), of the City's Development Code encourages employers to implement programs to help reduce the use of single-occupancy vehicles, which also serves to reduce air pollutant emissions from mobile sources. Relevant to the Project, developments subject to the TDM Ordinance include light industrial uses with 250,000 square feet or more. The ordinance requires the provision of passenger loading areas, preferential parking for carpool and vanpool vehicles, shower and locker facilities, video conferencing, and any two of the following: ridesharing program, leasing of vans, company fleet cars, subsidized transit passes, and modified work hours.

Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City's Development Code includes performance standards to ensure that uses and activities occur in a manner to protect the public health and safety and that do not produce adverse impacts on surrounding properties or on the community at large. The following standards are relevant to air quality.

- a. Sources of odorous emissions, particulate matter, and air containment standards shall comply with the rules and regulations of the air pollution control district and the State Health and Safety Code;
- b. Noxious odorous emissions in a manner or quantity that is detrimental to or endanger the public health, safety, comfort, or welfare is declared to be a public nuisance and unlawful, and shall be modified to prevent further emissions release, except for agricultural operations in compliance with this title. No emission of odors shall be permitted in such quantities as to be readily detectable when diluted in the ratio of one volume of odorous

air to four volumes of clean air at the property line as specified in section 17.66.030 (Points of Measurements). Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system, so that control will be maintained if the primary safeguard system should fail;

- c. No dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments; and
- d. Exhaust air ducts shall be located or directed away from abutting residentially zoned properties.

4.1.3 Methodology

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with both construction and operation of proposed projects. All emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0.

Construction activities such as clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed Project by estimating the types of equipment (including the number) that would be used on-site during each of the construction phases. Construction emissions are analyzed using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook*.

Operational activities associated with the Project would result in emissions of ROG/VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.

Operational emissions are generated by area, energy and mobile sources which are summarized as follows:

Area Source Emissions

Architectural Coatings. Over time the building constructed as part of the Project would require maintenance. Emissions would be generated from the use of evaporative solvents contained in paints, varnishes, primers, and other surface coatings.

Consumer Products. Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Landscape Maintenance Equipment. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, blowers, trimmers and related equipment used to maintain the landscaping.

Energy Source Emissions

Natural Gas and Electricity. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. When combustion of natural gas occurs within a building, the building is considered a direct emission source and CalEEMod 2020.4.0 would calculate emissions of all criteria pollutants. The Project is not expected to use natural gas; thus, no emissions would be generated by this source.

With respect to electricity, energy used in buildings is typically generated by off-site facilities (i.e., power plants). Because power plants are existing stationary sources, criteria pollutant emissions are generally associated with the power plants and not the individual buildings or electricity users. Project-related electricity generation is considered to take place off-site; and therefore, criteria pollutant emissions are not accounted for.

Mobile Sources

Project-related operational air quality emissions derive primarily from vehicle trips generated by the Project. These include employee trips to and from the site and truck trips associated with the proposed warehouse use. Trip generation rates and total daily and peak hour volumes were calculated and presented in the Trip Generation and Vehicle Miles Traveled (VMT) Memorandum prepared by Mizuta Traffic Consultants, Inc. (July 2021; Appendix H). Determining the trip generation was based upon forecasting the amount of traffic that is expected to be attracted to and produced by the specific land use of a given development. For the Project, trip generation rates published by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* were applied to the proposed use to determine the traffic generation characteristics of the site. The *ITE Trip Generation Manual* is a nationally recognized source for estimating site specific trip generation.

After review of all the land use categories contained in the *ITE Trip Generation Manual*, the Warehousing land use (Land Use Code 150) was found to be the most relevant since the Project is anticipated to operate in a similar manner. The total trips were calculated using a trip generation rate of 1.74 trips per 1,000 square feet of warehouse space.

For the purpose of conservatively evaluating air emissions related to mobile sources, the passenger car and truck fleet for the proposed warehouse use were addressed as separate emission sources. Thus, two separate model runs were utilized for passenger cars associated with employee and vendor trips and heavy trucks used to transport goods to and from the Project

site. The total number of daily trips were calculated assuming 37% of all trips are trucks. Thus, the trip generation rate in CalEEMod 2020.4.0 was modified to calculate passenger car trips assuming 1.1 trips/1,000 square feet and truck trips were calculated assuming 0.64 trips/1,000 square feet as recommended in the *South Coast Air Quality Management District Mobile Source Committee. Warehouse Truck Trip Study Data Results and Usage* (July 25, 2014). Thus, daily trips were assumed to comprise 175 passenger cars/light trucks and 102 truck trips. This approach results in approximately 100 daily trips more than what is assumed for trip generation purposes as part of the Trip Generation and Vehicle Miles Traveled analysis (Mizuta Traffic Consulting, Inc. July 2021) and reported in Section 4.9, *Transportation* of this Draft EIR.

Passenger Cars. Passenger car/light truck emissions were calculated using the CalEEMod 2020.4.0 default trip length of 16.6 miles for passenger cars and the assumption that all trips would be primary trips (i.e., to/from home and work). The analysis assumed that passenger cars are comprised of Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1 & LDT2), and Medium-Duty-Vehicles (MDV) vehicle types. Thus, for the purpose of calculated passenger car emissions, vehicle emissions, all other vehicle types were assumed to have no contribution to the daily project fleet mix. The fleet mix and percentage of total trips are shown in Table 4.1-3.

**TABLE 4.1-3
PASSENGER CAR FLEET MIX**

Land Use	Vehicle Type	Fleet Percentage
Warehouse (ITE Land Use Code 150)	LDA	62.42%
	LDT1	4.11%
	LDT2	20.35%
	MDV	13.12%

Note: Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the CalEEMod default percentage assigned to LDA, LDT1, LDT2, and MDV vehicle types.

Source: Urban Crossroads, Bridge Point Rancho Cucamonga Air Quality Impact Analysis, April 2021

Trucks. The truck emission calculations assumed the SCAQMD recommended truck trip length of 40 miles and an assumption of 100% primary trips. The trucks are comprised of 2-axle/Light-Heavy-Duty Trucks (LHDT), 3-axle/Medium-Heavy-Duty Trucks (MHDT), and 4+-axle/Heavy-Heavy-Duty Trucks (HHDT). To conservatively estimate truck emissions, the breakdown for a High Cube Fulfillment Center (Non-Sort) Warehouse was used. The fleet mix is shown in Table 4.1-4.

**TABLE 4.1-4
HEAVY TRUCK FLEET MIX**

Land Use	Vehicle Type	Fleet Percentage
High Cube Fulfillment (Non-Sort) Warehouse	LHDT	16.58%
	MHDT	20.86%
	HHDT	62.56%

Note: The average trip length for heavy trucks were based on the SCAQMD documents for the implementation of the Facility Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP. SCAQMD's "Preliminary Warehouse Emission Calculations" cites 39.9-mile trip length for heavy-heavy trucks). A trip length of 40 miles has been utilized for all trucks for the purpose of this analysis.

Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT, MHDT, HHDT) relative to the total number of truck trips generated by the Project.

Source: Urban Crossroads, Bridge Point Rancho Cucamonga Air Quality Impact Analysis, April 2021

Local Significance Thresholds

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). The following describes the methods used to apply the fact sheet methods to the CalEEMod output data for comparison with the Localized Significance Thresholds (LSTs). 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 B shows the equipment assumed for this analysis.

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, 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_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). There are no sensitive receptors in proximity to the Project site; thus, LSTs for operational emissions do not apply and are not evaluated herein.

LSTs have been developed for emissions within areas of one, two and five acres in size, with air pollutant modeling recommended for activity within larger areas. While emission modeling was performed for the Project, an LST evaluation was also performed to conservatively address potential short-term construction impacts. The Project site is located in Source Receptor Area 32 (SRA-32, Northwest San Bernardino Valley). According to the SCAQMD's publication Final LST Methodology, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

The area disturbed during daily construction activities is based on the default equipment mix generated by CalEEMod. The total area disturbed daily would be four acres. To conservatively evaluate potential LST impacts, the thresholds for a two-acre site are shown below in Table 4.1-5 for SRA 32.

As referenced, the nearest sensitive receptors to the Project site are multifamily residences located approximately 0.5 miles south. Consistent with SCAQMD recommendations for projects with receptors greater than 500 meters from a construction site, the 500-meter LSTs are used. As discussed, LSTs apply to on-site uses only and do not include off-site vehicle trips and emissions.

TABLE 4.1-5
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 _x to NO ₂	170	200	263	378	684
CO	1,232	1,877	3,218	6,778	24,768
PM ₁₀	6	19	34	66	160
PM _{2.5}	5	8	14	36	150

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

4.1.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Under these guidelines, the proposed Project would have a significant impact to air quality if it would result in any of the following:

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Would the project result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project create objectionable odors affecting a substantial number of people?

The SCAQMD has developed specific quantitative thresholds that apply to projects within the SCAB. The following significance thresholds apply to short-term construction activities:

- 75 pounds per day of ROG
- 100 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

The following significance thresholds apply to long-term operational emissions:

- 55 pounds per day of ROG
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM₂

Individual projects that do not generate operational or construction emissions exceeding the SCAQMD's recommended daily thresholds would not cause a project-specific or cumulatively-considerable increase in emissions for those pollutants for which the SCAB is in nonattainment. Therefore, the Project would not have a significant, adverse air quality impact.

4.1.5 Impacts Analysis

IMPACT 4.1-1: *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. In March 2017, the SCAQMD released the Final 2016 AQMP (AQMP 2016). The 2016 AQMP evaluates current integrated strategies and control measures to meet the NAAQS and explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements.

The Project's consistency with the AQMP is determined based on the 2016 AQMP, as discussed below. Criteria for determining consistency with the AQMP are defined in Chapter 12,

Sections 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Handbook. These criteria are addressed below.

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

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As discussed herein, the Project's construction activities would not exceed any of the SCAQMD daily thresholds or LSTs. Thus, construction activities would not conflict with the 2016 AQMP. Further, operational emissions would not exceed the applicable regional thresholds; therefore, operational activities would not conflict with the 2016 AQMP. Impacts would be **less than significant** for this criterion.

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

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Therefore, development consistent with the growth projections in the Rancho Cucamonga General Plan is considered to be consistent with the AQMP. The City of Rancho Cucamonga is currently in the process of updating its General Plan. However, the Project is consistent with the current General Industrial and Heavy Industrial land use designation. The proposed Project is also consistent with the current zoning. Further, as discussed in Section 4.9-2 of this Draft EIR, the Project would have a less than significant impact related to vehicle miles traveled (VMT). Based on these facts, the Project would be consistent with the AQMP. Impacts would be **less than significant**.

IMPACT 4.1-2: *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

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

Less than Significant Impact. This section address air quality impacts associated with short-term construction emissions and operational emissions.

Construction. Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy

construction vehicles, in addition to ROG that would be released during the drying phase upon application of paint and other architectural coatings. Construction would generally consist of demolition, site preparation, grading, construction of the proposed buildings, paving, and architectural coating (i.e., paint) application.

This analysis assumes that graded soils would be balanced on the Project site and that no soil import or export would be required. The Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the SCAB. Therefore, the following conditions, which are conditioned as part of the Project to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation and grading phases of construction.

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 twice daily, preferably in the late morning and after work is done for the day. The analysis provided herein assumes watering would occur by contractor two times daily as required per SCAQMD Rule 403.
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.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction duration which is expected to begin mid-2022 and extend through mid-2023, a duration of approximately 12 months. For dust control, it was assumed the disturbed area would be watered twice daily. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (50 grams/Liter (g/L) for non-flat coatings and 100 g/L for pavement coatings) as required by SCAQMD Rule 1113. Table 4.1-3 summarizes the estimated maximum mitigated daily emissions of pollutants occurring during 2022 and 2023.

**TABLE 4.1-6
ESTIMATED MAXIMUM MITIGATED DAILY CONSTRUCTION EMISSIONS**

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2022 Maximum lbs/day	3.2	33.1	21.2	0.04	10.6	6.1
2023 Maximum lbs/day	36.1	17.0	22.4	0.04	2.1	1.1
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded 2021	No	No	No	No	No	No
Threshold Exceeded 2022	No	No	No	No	No	No

As shown in Table 4.1-6, construction of the proposed Project would not exceed the SCAQMD regional thresholds. However, ROG emissions assumed that the architectural coating application phase overlapped building construction by approximately 44 days to avoid exceeding the daily ROG standard. Thus, implementation of Mitigation Measure AQ-1 would be required to avoid a significant impact during the architectural coating phase of the Project.

With mitigation and compliance with SCAQMD Rule 403 and Rule 1113, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction-Related Toxic Air Contaminant Impacts. 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. 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.

Operational. Table 4.1-7 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 evaluated assuming 1.1 passenger vehicle trip/1,000 square feet and truck trips were calculated assuming 0.64 trips/1,000 consistent with SCAQMD documents for the implementation of the Facility Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP.

TABLE 4.1.7
ESTIMATED SUMMER OPERATING EMISSIONS

	Estimated Emissions (lbs/day) (summer)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	3.6	0.01	0.02	0.0	0.01	0.01
Energy	0.1	0.08	0.07	0.01	0.01	0.01
Mobile – Light Duty	0.3	0.4	6.6	0.01	2.2	0.5
Mobile – Heavy Duty	0.3	16.6	4.2	0.09	3.8	1.2
Maximum lbs/day	4.3	17.1	10.9	0.11	6.1	7.9
SCAQMD Thresholds	55	55	550	150	150	55
<i>Threshold Exceeded?</i>	No	No	No	No	No	No

Note: See Appendix B for CalEEMod version. 2020.4.0 computer model output - summer emissions shown

As shown in Table 4.1-7, daily emissions would not exceed the SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀ or PM_{2.5}. 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.

Operational Toxic Air Contaminant Emissions. As referenced above, transportation related emissions are focused on particulate matter constituents within diesel exhaust and TAC constituents that comprise a portion of 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 HRA, as 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 VOC and oxides of nitrogen (NO_x). 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 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 0.5 miles 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. Impacts would be **less than significant**.

IMPACT 4.1-3: *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. Table 4.1-8 shows the on-site construction emissions for each construction phase of the Project for comparison with the LST for a two-acre site at 500 meters. As shown the LSTs will not be exceeded at the nearest sensitive property which is located approximately 800 meters from of an active construction area. Thus, although the Project site is located in a region that is in nonattainment for ozone, PM₁₀, and PM_{2.5}, the cumulative emissions associated with the Project would not be considerable because the emissions fall below significance thresholds for those pollutants. Construction emissions as well as operational emissions for the full development fall well SCAQMD Regional Significant Thresholds. The Project will not result in the violation of air quality standards or contribute substantially to an existing or projected air quality violation for any pollutants that are in non-attainment. A less than significant construction impact would occur.

TABLE 4.1-8
ESTIMATED MITIGATED DAILY ON-SITE CONSTRUCTION EMISSIONS AND LSTs

On-Site Construction Emissions	NO_x	CO	PM₁₀	PM_{2.5}
Demolition	31.4	21.5	1.5	1.4
Site Preparation	40.4	21.1	10.1	6.3
Grading	24.7	15.8	4.1	2.5
Building Construction	17.4	16.7	0.9	0.9
Paving	9.5	12.1	0.4	0.4
Architectural Coating	1.4	1.8	0.08	0.08
Local Significance Threshold – 500 meters (on-site only)²	684	24,768	160	150
<i>Threshold Exceeded?</i>	No	No	No	No

Notes: All calculations were made using CalEEMod. See the Appendix A. Grading, Paving, Building Construction, and

TABLE 4.1-8
ESTIMATED MITIGATED DAILY ON-SITE CONSTRUCTION EMISSIONS AND LSTs

On-Site Construction Emissions	NOx	CO	PM ₁₀	PM _{2.5}
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Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Site Preparation and Grading phases incorporate anticipated emissions reductions required by SCAQMD Rule 403 to reduce fugitive dust.

1 - Total daily emissions over the construction cycle were totaled as requested by reviewer. The LSTs are for daily on-site emissions. Note that daily on-site emission estimates do not exceed the LSTs.

2- LSTs are for a two-acre disturbance area in SRA-32 within 500 meters of sensitive properties boundary.

Carbon Monoxide Hotspots

An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, California's allowable CO emissions standard is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. Based on the SCAQMD's 2003 AQMP and the *1992 Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak CO concentrations in the SCAB resulted from unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 9.3 ppm 8-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, the ambient 8-hour CO concentration within the Project study area is estimated at 1.4 ppm-1.6 ppm. Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) – or 24,000 vph where vertical and/or horizontal air does not mix – to generate a significant

CO impact. The busiest intersection evaluated by SCAQMD was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

As stated, traffic counts from 2015 show daily volumes on Milliken Avenue in proximity to Jersey Boulevard are 30,310. If these volumes are increased by as factor of 2% annually, the 2021 volumes would be approximately 34,134. The proposed Project would add approximately 278 daily trips (without truck traffic converted to passenger car equivalents) or 28 peak hour trips in the morning and 31 peak hour trips in the evening (Mizuta Traffic Consulting, August 2021; Appendix I). When adjusted for passenger car equivalents, the Project would add 426 daily trips. Of the total, 44 would occur during the morning peak hour and 48 would occur during the evening peak hour. The addition of project traffic to the existing road network will not cause or contribute to traffic volumes at intersections in proximity to the site that could cause a CO hotspot. A **less than significant impact** would occur.

IMPACT 4.1-4: *Would the project create objectionable odors affecting a substantial number of people?*

Less than Significant Impact. The proposed Project would generate odors from construction (i.e., diesel exhaust, asphalt). As shown in Table 4.1-6, 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**.

4.1.6 Mitigation Measures

Air quality modeling for construction emissions assumed that the architectural coating phase would be overlapped with building construction to avoid exceeding the daily ROG standard. While no significant air quality impact was identified, Mitigation Measure AQ-1 is recommended to avoid daily exceedances of the ROG standard during the architectural coating phase of the construction process:

Mitigation Measure AQ-1: Condition Project to overlap architectural coating phase with the building phase by approximately 44 total workdays to avoid exceeding the daily ROG standard. Prior to issuance of a building permit, the Applicant shall submit a detailed construction schedule to the City of Rancho Cucamonga which demonstrates that the architectural coating phase will overlap with the building phase by a minimum of 44 days.

4.1.7 Level of Significance after Mitigation

With implementation of Mitigation Measure AQ-1, temporary air quality impacts during construction would be **less than significant**.

4.1.8 Cumulative Impacts

As indicated in the above analysis, Project construction and operational emissions would be consistent with the SCAQMD 2016 AQMP; thus, impacts would be less than significant. Therefore, cumulatively considerable impacts associated with an AQMP conflict would be less than significant.

Project emissions that exceed the project-specific significance thresholds are considered by the SCAQMD to have a significant air quality impact; and thus, would contribute to cumulatively considerable air quality impacts (Southcoast Air Quality Management District Air Quality Significance Thresholds, 2019). This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. As stated herein, Project emissions would not exceed the SCAQMD thresholds; thus, the Project would not generate cumulatively significant emissions.

The Project would not exceed the SCAQMD LST thresholds during construction. Additionally, the Project would not cause or contribute to any CO “Hot Spots.” With respect to odors, the Project does not include any land uses or activities associated with the generation of odors or other emissions that could adversely affect a substantial number of people and would have a less than significant odor impact. Thus, the Project-related odor impacts would cumulatively be **less than significant**.

4.1.9 References

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4.2 BIOLOGICAL RESOURCES

This section describes the biological resources² of the Project area and evaluates habitat conditions to determine the potential for occurrence of common and special-status species³ and their habitats⁴.

As discussed in Section 5.1.3, the proposed Project will not:

- 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS);
- 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;
- 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;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan.

Thus, these issues are not further evaluated in this section. Information presented in this section is based on the Biological Resources Report, Appendix C, prepared by ELMT Consulting, Inc (ELMT) (ELMT 2020).

² For the purposes of this analysis, "biological resources" refers to the plants, wildlife, and habitats that occur, or have the potential to occur, within the biological study area.

³ For the purposes of this analysis, "special-status species" refers to any species that has been afforded special protection by federal, state, or local resource agencies (e.g., United States Fish and Wildlife Service, California Department of Fish and Wildlife) or resource conservation organizations (e.g., California Native Plant Society). The term "special-status species" excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act for federal protection. Nonetheless, Migratory Bird Treaty Act Section 10 protected species are afforded avoidance and minimization measures per state and federal requirements.

⁴ A "habitat" is defined as the place, or type of locale where a plant or animal naturally or normally lives and grows.

4.2.1 Existing Conditions

Site Setting

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 Natural Resources Conservation Service (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 of 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

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 human activity-related 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 webbii*).

Birds. The Project site provides minimal foraging habitat for a variety of bird species adapted to a high degree of human disturbance. Bird species detected during the field investigation include house finch (*Haemorhouse 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 human 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" is a term defined and used in the federal Endangered Species Act. It refers to specific areas within the geographical range of a species, at the time it is added to the Federal list of threatened and endangered wildlife and plants, 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, for San Bernardino kangaroo rat (*Dipodomys merriami parvus*), is located approximately 2.9 miles north of the Project site. Therefore, the loss or adverse modification of Critical Habitat from Project implementation will not occur. Consultation with the United States Fish and Wildlife Service (USFWS) regarding impacts to Critical Habitat will not be required.

4.2.2 Regulatory Setting

Federal Regulations

Endangered Species Act

The federal Endangered Species Act (ESA) of 1973, as amended (Title 16, United States Code (USC) 1531, et seq.) designates and provides for protection of federally listed threatened and endangered plant and animal species and their critical habitat. The USFWS is primarily responsible for terrestrial and freshwater organisms and administration of the ESA. These

responsibilities include listing and delisting species, designating critical habitat, and formulating recovery plans. The USFWS has primary responsibility for terrestrial and freshwater organisms.

The ESA is divided into 18 sections that are intended to work together to prevent species from going extinct by helping to stabilize populations, reduce the threats to their survival, and helping species recover to the point that they no longer require federal protection. Once a species is listed, Section 9 of the ESA makes it unlawful for any person, including private and public entities, to “take” species listed as endangered or without a permit issued pursuant to Section 10 or an incidental take statement issued pursuant to Section 7. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 (Title 16, USC sections 703–712), as amended, implements various treaties and conventions between the United States and Canada, Japan, Mexico and the former Soviet Union for the protection of migratory birds. The MBTA makes it unlawful to pursue, hunt, take, capture, kill, possess, sell, purchase, barter, import, export, or transport any migratory bird, or any part, nest, or egg or any such bird, unless authorized under a permit issued by the Secretary of the Interior. Some regulatory exceptions apply. Take is defined in regulations implementing the MBTA as “to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to carry out these activities.”

The MBTA prohibits the collection and destruction of a migratory bird, its nest, and birds or eggs contained in the nest. USFWS’ Migratory Bird Permit Memorandum (MBPM-2) dated April 15, 2003, clarifies that destruction of most unoccupied bird nests is permissible under the MBTA; exceptions include nests of federally listed threatened or endangered migratory birds, bald eagles (*Haliaeetus leucocephalus*), and golden eagles (*Aquila chrysaetos*). “Take” under the MBTA does not include habitat destruction or alteration, if there is not a direct taking of birds, nests, eggs, or parts thereof. The USFWS has statutory authority and responsibility for enforcing the MBTA.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA; California Fish and Game Code Section 2050, et seq.) was enacted in 1984 to parallel the federal ESA and allows the California Fish and Game Commission to designate species, including plants, as “threatened” or “endangered.” The CESA states that all native species of fishes, amphibians, reptiles, birds, mammals, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. Unlike the ESA, the CESA does not include listing provisions for invertebrate species.

CESA makes it illegal to import, export, take, possess, purchase, sell, or attempt to do any of those actions to species that are designated as threatened, endangered, or candidates for listing, unless permitted by the CDFW. Section 2080 of the California Fish and Game Code prohibits take of any species that the California Fish and Game Commission determines to be an endangered species or a threatened species. "Take" is defined in section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

Under Section 2081 of CESA, CDFW may permit take or possession of threatened, endangered, or candidate species for scientific, educational, or management purposes, and may also permit take of these species that is incidental to otherwise lawful activities if certain conditions are met. Some of the conditions for issuance of permits allowing incidental take are that the adverse effects of the take must be minimized and fully mitigated, adequate funding must be ensured for implementation of identified mitigation, and that the activity shall not jeopardize the continued existence of the listed species. CESA emphasizes early consultation to avoid potential impacts on candidate and listed endangered and threatened species, and to develop appropriate mitigation to offset project caused losses of listed species populations and their essential habitats.

California Fish and Game Code

Sections 3511, 4700, 5050 and 5515 - Fully Protected Species

The classification of fully protected was the State of California's initial effort in the 1960s to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for birds (Section 3511), mammals (Section 4700), amphibians and reptiles (Section 5050), and fish (Section 5515). Fully protected animal species may not be taken or possessed at any time and no licenses or permits may be issued for their take, except for collecting these species for scientific research and relocation of the species for certain purposes.

Section 3503 - Bird Nests and Eggs

California Fish and Game Code Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered take. Avoidance measures sufficient to prevent incidental take of bird nests and eggs protected by this statute must be incorporated into the Project.

Section 3503.5 - Birds of Prey and their Eggs

All raptors and their nests are protected under section 3503.5. Avoidance measures sufficient to prevent incidental take of these species, their eggs and their nests protected by this statute must be incorporated into the Project.

Section 3513 - Migratory Birds

California Fish and Game Code Section 3513 protects California's migratory birds by making it unlawful to take or possess any migratory non-game bird as designated by the MBTA, except as authorized in regulations adopted by the federal government under provisions of the MBTA. Except as permitted by USFWS under a Habitat Conservation Plan (HCP), avoidance measures sufficient to prevent incidental take of these species, their eggs and their nests protected by this statute must be incorporated into the Project.

Sections 1900–1913 - Native Plant Protection Act

The Native Plant Protection Act, enacted in 1977, allows the California Fish and Game Commission to designate native plants as state "endangered" or "rare," mirroring the designations created for animal species by the CESA of 1970. The Native Plant Protection Act, administered by CDFW, requires all state agencies to utilize their authority to preserve, protect and enhance endangered or rare native plants of California. Section 1908 of the Act prohibits the take of any native plant that the California Fish and Game Commission determines to be an endangered or rare native plant, except when the take is incidental to agricultural and nursery operations, emergencies, or the possession or sale of real property on which the plant is growing. Section 1913(c) further provides that where the owner of land has been notified by CDFW that native plant listed as rare or endangered is growing on such land, the owner shall notify CDFW at least 10 days in advance of changing the land use to allow for salvage of the listed plant(s) subject to the notification. The failure by CDFW to salvage such plant within 10 days of notification of change in land use shall entitle the owner of the land to proceed with the change.

Local Regulations

Rancho Cucamonga General Plan

The Resource Conservation Chapter of the Rancho Cucamonga General Plan (General Plan) guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including wildlife resources. The Wildlife Resources section of this chapter of the General Plan indicates that wildlife resources include "all of the plants and wildlife species located in natural areas, particularly in the hillsides and open space areas." Wildlife species, sensitive wildlife habitat areas, and wildlife protection efforts are addressed in this section of the General Plan. There are no wildlife resources identified in the General Plan on, or in the vicinity of the Project site. However, this Draft EIR section provides a site-specific discussion of the biological resources that are present and identifies potential impacts and mitigation, as necessary to protect these resources.

City of Rancho Cucamonga Development Code

Section 17.16.080 of the Rancho Cucamonga Municipal Code Title 17 Development Code (Development Code) outlines the City's review process for the removal of heritage trees which

are considered community resources. The Development Code applies to all heritage trees on all private property in the City, with certain exceptions. Heritage trees cannot be removed, relocated, or destroyed within City limits without first obtaining a Tree Removal Permit from the Planning Director. The tree removal application is typically submitted with the application for tentative subdivision maps or other proposals for urban development. The Planning Director has the discretion to approve, conditionally approve, or deny the application for a Tree Removal Permit and may impose conditions deemed necessary to implement the provisions of this Section including, but not limited to:

- i. Replacement of the removed tree or trees with tree(s) of species and quantity commensurate with the aesthetic value of the tree or trees removed.
- ii. Tree relocation to another site on the property; provided that the environmental conditions of said new location are favorable to the survival of the tree and provided further that such relocation is accomplished by qualified landscape architect or qualified arborist.

The City's tree preservation requirements are provided in Chapter 17.80, Tree Preservation, of the Development Code. The purpose of this Chapter "is to protect trees, considered to be a community resource, from indiscriminate cutting or removal." The provisions in this Chapter are specifically intended to protect and expand the eucalyptus windrows but also apply to other heritage trees. This Chapter outlines the City's tree replacement policy for eucalyptus windrows and other heritage trees, and the protection of preserved, relocated, and new trees during construction.

4.2.3 Methodology

The following summarizes the literature and field survey methods used for evaluating the biological resources that exist within the property and Project vicinity. See Appendix C for more details on methodology.

Literature Review

Prior to conducting the field investigation, a literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the Project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the Project site were determined through a query of the CDFW's QuickView Tool in the Biogeographic Information and Observation System (BIOS), California Natural Diversity Database (CNDDDB) Rarefind 5, the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the USFWS species listings.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project site were reviewed to understand existing site conditions and note the extent of any disturbances that have occurred within the Project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Google Earth Pro historic aerial imagery (1994-2018);
- United States Department of Agriculture (USDA) NRCS, Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS Endangered Species Profiles; and
- USFWS National Wetlands Inventory (NWI).

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Project site. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the Project site.

Field Survey Methods

Following the literature review, a field survey was conducted on May 14, 2020, to inventory and evaluate the condition of the habitat within the Project site on May 14, 2020. Plant communities and land cover types identified on aerial photographs during the literature review were verified by walking meandering transects throughout the Project site. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field investigation.

Impact Analysis

Biological resources either may be “directly” or “indirectly” impacted by a project (defined by State CEQA Guidelines section 15358).

Direct impact: impacts which are caused by the Project and occur at the same time and place. Any alteration, disturbance or destruction of biological resources that could result from project-related activities is considered a direct impact.

Indirect impact: impacts which are caused by the Project and are later in time or farther removed in distance but are still reasonably foreseeable. Examples include growth-inducing impacts and other impacts related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems. Impacts may be either “permanent” or “temporary”:

- *Temporary impacts (short-term)*: impacts considered having reversible impacts on biological resources can be viewed as temporary, such as construction noise.
- *Permanent impacts (long-term)*: impacts that result in the irreversible removal of biological resources are considered permanent.

Potential Direct Impacts

Direct impacts on sensitive biological resources have immediate consequences, such as the changes that occur when land is converted. All habitats, vegetation, non-vegetated features, and jurisdictional areas in the currently undeveloped areas would be removed. Direct, permanent project impact areas include all areas within the limits of grading in the Project footprint.

Potential Indirect Impacts

Indirect impacts may either be short-term related to construction or long-term and may affect plant and wildlife populations, habitats, and water quality over an extended period, long after construction activities have been completed.

4.2.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Those thresholds of significance not applicable to the Project site are addressed in Section 5.1.3, Other CEQA Considerations, and noted above.

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

4.2.5 Impacts Analysis

IMPACT 4.2-1: *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Less than Significant Impact with Mitigation Incorporated. The following section summarizes potential impacts to biological resources covered under impact threshold 4.2-1.

Special-Status Plants. According to the CNDDDB and 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 C). 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.

Migratory Birds. 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. However, 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 contain 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, if construction activities occur between February 1 through August 31st, 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**.

Special-Status Wildlife. A total of thirty-three (33) special-status wildlife species have been reported in the Guasti quadrangle. No special-status wildlife species were observed on-site during the habitat assessment. 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 based on 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) were 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**.

4.2.6 Mitigation Measures

Implementation of the following mitigation measure would avoid or reduce potential impacts to nesting bird species to less than significant:

BIO-1: Pursuant to the 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, shall be conducted by a qualified biologist at the direction of the Project Applicant and City of Rancho Cucamonga within three (3) days of the start of any ground disturbing activities to ensure that no nesting birds will be disturbed during construction.

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. A biological monitor shall be present during construction activities within the buffer area. to delineate the boundaries of the buffers and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.

If the biologist determines that bird breeding activity is being disrupted, the Project Applicant shall stop work, notify the City and coordinate with the USFWS and CDFW to agree upon an avoidance/minimization approach. Upon agreement of the avoidance/minimization approach, work may resume subject to the revisions and continued monitoring.

If burrowing owls are detected on-site during the clearance survey, in conformance with the California Staff Report's protocols, no ground-disturbing activities will be permitted

within 656 feet of an occupied burrow during the breeding season (February 1 to August 31), unless otherwise authorized by CDFW.

Once the qualified biologist has determined the young have fledged and left the nest of any birds within the buffer area(s), or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

Reporting. If no active nests are found during the pre-construction clearance survey, the Project Applicant shall submit to the City of Rancho Cucamonga a brief letter report prepared by the biologist that documents the negative survey results. The letter report shall also indicate that no impacts to active avian nests will occur.

If active nests were found, the Project Applicant shall submit a final bird survey monitoring report prepared by the Project biologist to the City, the USFWS and CDFW. The report shall include documentation of all bird surveys, monitoring activities, coordination efforts with the wildlife agencies, as-built construction drawings with an overlay of any active nests in the survey areas, photographs of habitat areas during pre-construction and post-construction conditions, and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance was achieved for the avoidance/minimization provisions and the biological monitoring program required by the wildlife agencies.

4.2.7 Level of Significance After Mitigation

With the implementation of Mitigation Measure BIO-1, impacts to biological resources (nesting birds) will be reduced to less than significant.

4.2.8 Cumulative Impacts

The City of Rancho Cucamonga, including the proposed Project site, is predominantly developed and surrounded by urban development to the south, east, and west. The proposed Project site does not contain sensitive biological resources. While project sites comprising the list of cumulative projects may contain various habitats and/or sensitive biological resources, the Project would not adversely impact biological resources in other locations and as stated, no sensitive resources occur on the Project site. Further, the proposed Project and any future development in the City would be required to comply with existing regulations for the protection of biological resources. Therefore, impacts to biological resources would not be cumulatively significant.

4.2.9 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

ELMT Consulting, Inc., *Jersey Industrial Complex Habitat Assessment*, May 2020.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

4.3 CULTURAL RESOURCES

The information in this Chapter is based on a Phase I Cultural Resources Investigation, prepared by Anza Resource Consultants, Inc., dated November 2020, which reviewed the Project site and documented the potential for impacts to cultural resources (see Appendix D).

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. The term cultural resources also encompass the National Historic Preservation Act (NHPA) term “historic property” as well as CEQA terms “historic resource” and “unique archaeological resource.” Under the NHPA, historic property refers to a property that is listed on, or determined eligible for listing on, the National Register of Historic Places (NRHP).

Section 15064.5(a) of the CEQA Guidelines generally defines a historical resource as one that is (a) listed in, or eligible for listing in, the California Register of Historical Resources (CRHR), (b) listed in a local register of historical resources, (c) identified as significant in a historical resource survey (meeting the requirements of Section 5024.1(g) of the PRC), or (d) determined to be a historical resource by a project's lead agency. Historic, cultural, and paleontological resources include historic buildings, structures, artifacts, sites, and districts of historic, architectural, archaeological, or paleontological significance. Unique archaeological resources are archaeological artifacts, objects, or sites that contain information to answer important scientific questions, possess a particular quality such as the oldest of its type, or are directly associated with a recognized important prehistoric or historic event or person.

The area of potential effects (APE) (or impacts) includes the horizontal and vertical areas of ground disturbance. Ground disturbance would occur within the Project site, through construction activities such as grading, trenching, vegetation removal, etc. This horizontal disturbance includes the entirety of the Project site (7.39 acres). Vertical ground disturbance would occur at depths ranging from 0 to 6 feet below ground surface (bgs) to accommodate construction of the building footings, underground utilities and related infrastructure. Staging and laydown areas will be located within the proposed Project site. Access to the proposed Project site will occur from existing paved roads (e.g., Jersey Boulevard and Milliken Avenue); thus, no off-site disturbance would be required.

A cultural resource literature review through the California Historical Resources Information Center's South Central Coastal Information Center (SCCIC), Native American Heritage Commission (NAHC) sacred land files (SLF) search, and pedestrian archaeological survey was conducted for the entire site.

4.3.1 Existing Conditions

Regional and Local Setting

The Jersey Industrial Complex Project is located on the broad alluvial plain of the north central Chino Valley below the eastern San Gabriel Mountains at an elevation of approximately 1,145 feet (349 meters) above mean sea level. The San Gabriel Mountain range is comprised of igneous and metamorphic rocks that were formed over 65 million years ago and consist of steep and rugged topography, with peaks exceeding 9,000 feet above mean sea level. Streams from the mountain range carried alluvial deposits down into the valley, with deposits consisting of coarse gravels to fine-grained sands deposited more than 10,000 years ago. These alluvial deposits can range from 500 to over 1,000 feet in depth. The Peninsular Range geomorphic province is comprised of northwest trending mountain ranges (including the San Bernardino Mountains northeast of the proposed Project), valleys, and faults parallel and subparallel to the San Andreas Fault.

Geologically, the Project site is underlain by very young alluvial-fan deposits eroded from the San Gabriel Mountains to the north. Sediments present in this area are predominantly medium- to coarse-grained loamy sands with some gravels and cobbles. The San Gabriel Mountains are part of the California Transverse Range that define the northern boundary of the greater Los Angeles Basin.

The Project site is located within an industrial area in the City of Rancho Cucamonga. The site is bordered by Jersey Boulevard to the south, Milliken Avenue to the east. Land to the west and north and east across Milliken Avenue is developed with warehouse and light industrial buildings. Rancho Cucamonga Fire Station #174 and training facility and warehouse/light industrial buildings are located to the south of the Project site on the south side of Jersey Boulevard.

Currently, the APE is undeveloped; however, as stated, it has been heavily disturbed as a result of remediation activities. The project site consists of one (1) land cover type that is classified as disturbed. The site is vegetated primarily by non-native weedy/early successional plant species that are adapted to considerable disturbance.

Ethnographic Context

The Project is located within the Gabrielino/Tongva ethnographic territory, near the interface with the Serrano and Cahuilla. Adjacent native groups include the Chumash and Tataviam/Alliklik to the north, Serrano and Cahuilla to the east, and Juaneño to the south. Santa Catalina Island, which the Gabrielino/Tongva called Pimu, and San Clemente Island (Kinki) are located at the western extent of Gabrielino ethnographic territory, with the Chumash having occupied most of the northern Channel Islands. The Project site is on alluvial plains near the base of the San Gabriel Mountains, in the northeastern portion of the traditional Gabrielino/Tongva territory.

Archaeological, linguistic, and genetic evidence documents interaction between the Gabrielino and their neighbors in the form of intermarriage and trade. The term “Gabrielino” denotes those people who were administered by the Spanish at Mission San Gabriel, which included people from the traditional Gabrielino territory as well as other nearby groups. Many modern Gabrielino identify themselves as descendants of the indigenous people who lived within the Los Angeles Basin and refer to themselves as Tongva. This term is used in the remainder of this section to refer to the contact period indigenous inhabitants of the Los Angeles Basin and southern Channel Islands and their descendants. Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands: San Clemente, San Nicolas, and Santa Catalina.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region. This language family includes dialects spoken by the nearby Juaneño and Luiseño, but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south of the Tongva, Juaneño, and Luiseño. Tongva society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages.

The Tongva established large permanent villages and smaller satellite camps in locations from the San Gabriel Mountains to the southern Channel Islands. Recent ethnohistoric work suggests a total tribal population of nearly 10,000, which is about twice that of earlier estimates of around 5,000 people. The Tongva village of *Kuukamonga* (or Kukamongna) was located in the vicinity of modern Rancho Cucamonga.

Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers. Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made oceangoing plank canoes (known as a *ti’at*) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing.

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact. The religion was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich suggest it was a syncretic mixture of native and Christian belief and practices.

Prior to European contact and subsequent assimilation, the Tongva practiced burial and cremation. Burial was more common on the Channel Islands and the adjacent mainland coast,



while cremation was practiced primarily in the interior. As a result of pressure from Spanish missionaries, cremation essentially ceased during the post-Contact period.

Record Search Results

A search of the California Historical Resources Information System (CHRIS) at the SCCIC located at California State University, Fullerton was conducted for the Project site. The search was requested to identify previous cultural resources studies and previously recorded cultural resources within a one-mile radius of the Project site. The CHRIS search was conducted June 5, 2020, and included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps.

The records search focused specifically on the proposed Project's APE and a half mile buffer centered on the proposed Project area. The records search results are included in Appendix C of the Cultural Resources Report (Appendix D).

The SCCIC records search identified 19 cultural resources studies conducted within a one-mile radius of the APE, none of which are mapped within or adjacent to the Project site. The previous surveys within the APE and within one-half mile of the APE are listed in Table 4.3.1-1.

TABLE 4.3.1-1.
PREVIOUS CULTURAL RESOURCE STUDIES WITHIN ONE-MILE RADIUS OF THE PROJECT SITE

Report Number	Author	Year	Title	Proximity to Project Site
SB-04138	Tang, Bai	2002	Identification & Evaluation of Historic Properties: Fourth St Recycled Water Pipeline in and near the Cities of Ontario & Rancho Cucamonga, San Bernardino County, CA	Approximately 0.5-mile north
SB-04139	Hogan, Michael and Bai Tang	2004	Addendum to Historical/Archaeological Resources Survey: Fourth St Recycled Water Pipeline in and near the Cities of Ontario & Rancho Cucamonga, San Bernardino County, CA	Approximately 0.7-mile southwest
SB-04144	McKenna, Jeanette A.	2002	An Evaluation of Two Historic Structures at the Intersection of Charles Smith (Rochester Ave) & 6th St, Rancho Cucamonga, San Bernardino County, CA	Approximately 0.8-mile southeast



**TABLE 4.3.1-1.
PREVIOUS CULTURAL RESOURCE STUDIES WITHIN ONE-MILE RADIUS OF THE PROJECT SITE**

Report Number	Author	Year	Title	Proximity to Project Site
SB-05425	Bai "Tom" Tang, Thomsa Melzer, Laura H. Shaker, Dierdre Encarnacion, and Michael Hogan	2006	Identification and Evaluation of Historic Properties: 1158 Zone Pipeline Project, City of Rancho Cucamonga, San Bernardino County, CA	Approximately one-mile southeast
SB-05484	Pollock, Katherine H., Virginia Austerman, and Michael K. Lerch	2005	Archaeological Survey of a 2.75 Mile Section of the Etiwanda-Archline-Cucamonga-Genamc 66kV Transmission Line to be Rebuilt, San Bernardino County, California	Approximately 0.4-mile south
SB-05485	Schmidt, James J.	2007	DWO 4505-3127: Rancho Vista New AA Station Project, Etiwanda Area, San Bernardino County, California	Approximately 0.4-mile south
SB-05499	Hammond, Stephen R. and David Bricker	2003	Historic Resources Compliance Report for the Relinquishment of State Route 66, City of Rancho Cucamonga, San Bernardino County, California	Approximately 0.8-mile north
SB-05809	Smallwood, Josh, Robert Porter, and John J. Eddy	2007	Historical/Archaeological Resources Survey Report: Cucamonga Valley Water District Recycled Water Pipeline Project, City of Rancho Cucamonga, San Bernardino County, California	Approximately 0.7-mile south
SB-05812	Bonner, Wayne H. and Marnie Aislin-Kay	2007	Cultural Resource Records Search Results and Site Visit for Crown Castle International Telecommunications Facility Candidate 880224 (Golden Tiger), 9528 Richmond Place, Rancho Cucamonga, San Bernardino County, California	Approximately 1-mile south
SB-05989	Bonner, Wayne and Aislin-Kay, Marnie	2006	Cultural Resource Records Search Results for Site Visit for Global Signal Telecommunications Facility Candidate 3021529 (Stadium) 1700 North 41 Avenue-8273, Rancho Cucamonga, San Bernardino County, California	Approximately 0.9-mile northeast
SB-06787	Tang, Bai "Tom", Deirdre Encarnacion, and Daniel Ballester	2008	Historical/Archaeological Resources Survey Report: Chino Groundwater Basin Dry-Year Yield Program Expansion, Los Angeles, Riverside and San Bernardino Counties, California	Approximately 0.1-mile southeast

**TABLE 4.3.1-1.
PREVIOUS CULTURAL RESOURCE STUDIES WITHIN ONE-MILE RADIUS OF THE PROJECT SITE**

Report Number	Author	Year	Title	Proximity to Project Site
SB-06910	Wlodarski, Robert J.	2010	Cultural Resources Record Search and Archaeological Survey Results for the Proposed Royal Street Communications, California, LLC, Site LA2242B (Cucamonga Water District) Located at 9111 Cleveland Avenue, Rancho Cucamonga, San Bernardino County, California, 91730	Approximately 0.7-mile southwest
SB-07048	Padon, Beth	2012	Cultural Resource Assessment Study for Verizon "Hemlock" Site in Rancho Cucamonga, San Bernardino County, California	Approximately 0.4-mile south
SB-07084	Tang, Bai "Tom"	2010	Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino	Approximately 0.4-mile south
SB-07187	McKenna, Jeanette	2012	A Phase I Cultural Resources Investigation for the Proposed Walmart Development on Foothill Boulevard, Rancho Cucamonga, San Bernardino County, California	Approximately 0.8-mile north-northeast
SB-07919	Smith, Brian F.	2016	A Phase I Cultural Resources Assessment for the Shaath Project, 11669 Foothill Boulevard, Rancho Cucamonga, California	Approximately 0.8-mile north-northeast
SB-07920	Smith, Brian F.	2015	A Phase I Cultural Resources Assessment for the Mayten Project, Tentative Parcel Map SUBTPM19669, City of Rancho Cucamonga, San Bernardino County, California	Approximately 0.7-mile north-northeast
SB-08240	Roland, Jennifer	2015	Phase I Investigation for the Verizon Wireless Barrett Tower Installation Project, Rancho Cucamonga, San Bernardino County, California	Approximately 0.6-mile north
SB-08269	Bryne, Stephen, Gary Jones, and Gabrielle Duff	2017	Archaeological Survey Report Interstate 15 (I-15) Corridor Project	Approximately 0.8-mile east

Source: Anza Resource Consultants, 2020.



Previously Recorded Resources

Five historic built environment resources were identified within one mile of the APE, which are summarized on Table 4.3.1-2. None of these resources is within or adjacent to the Project site.

**TABLE 4.3.1-2.
PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN ONE MILE OF THE PROJECT SITE**

Primary Number	Trinomial	Description	NRHP/CRHR Eligibility Status	Relationship to Project Site
P-36-006847	CA-SBR-006847H	Old Kite Route; ATS&F/BNSF	Closest recorded segment recommended not eligible for NRHP or CRHR listing	Approx. 0.4-mile southeast (nearest recorded segment)
P-36-008857	CA-SBR-008857H	So. Sierras Power Line; Lytle Canyon Transmission Lines	Status Code 3S: Eligible for NRHP listing	Approx. 0.8-mile east
P-36-012610		8247 Rochester Ave.; Masi Brothers Winery	Status Code 6Z: Ineligible for NRHP/ CRHR listing or local designation	Approx. 0.9-mile northeast
P-36-016463		La Fourcades Store; Cowgirl Theater	Status Code 5: Recognized as Historically Significant by Local Government	Approx. 0.9-mile northeast
P-36-016464		11929 Foothill, Rancho Cucamonga; Aggazzotti Winery	Status Code 5: Recognized as Historically Significant by Local Government	Approx. 0.9-mile northeast

Source: Anza Resource Consultants, 2020.

Native American Heritage Commission Sacred Lands Files Search

A review of the SLF by the NAHC was requested on March 16, 2020. The NAHC sent a response on April 7, 2020, stating that a search of the SLF was completed with negative results (i.e., no sacred lands or resources important to Native Americans are recorded within the vicinity of the Project site; Appendix B of Appendix D). The NAHC provided a list of 13 Native American contacts that may have knowledge regarding Native American cultural resources within or near the Project site.

Anza Resource Consultants mailed letters to the 13 Native American contacts, on April 10, 2020, describing the Project and asking if they had knowledge regarding cultural resources of Native American origin within or near the Project site (Appendix B of Appendix D).

The Gabrieleño Band of Mission Indians – Kizh Nation responded via email with an attached letter on April 16, 2020, stating that the Project site is within their ancestral tribal territory and they would like government-to-government consultation under Assembly Bill 52 (AB 52). Government-to-government consultation requirements under AB 52 are discussed in more detail in Section 4.3.2 below.

The Fort Yuma Quechan Tribe responded via email on April 29, 2020, stating they have no comments regarding the Project.

The San Manuel Band of Mission Indians (SMBMI) responded via email on May 12, 2020, stating that the proposed Project area exists within Serrano ancestral territory and is of interest to SMBMI. However, they added, “due to the nature and location of the proposed Project, and given the CRM Department’s present state of knowledge, SMBMI does not have any concerns with the Project’s implementation, as planned, at this time.”

The Agua Caliente Band of Cahuilla Indians responded via email on May 12, 2020, stating that “the Project is “outside of the Tribe’s Traditional Use Area. Therefore, we defer to other tribes located closer to the Project.”

No further comments were received as part of the outreach conducted during preparation of the Cultural Resources Report.

Archaeological Sensitivity

The SCCIC records review results indicated that no part of the APE had been previously surveyed, and no previously recorded resources were identified within the APE. A total of five cultural resources have been recorded within one-mile of the site. No prehistoric sites have been identified within the APE or within one mile of the APE. The Project site has been fully disturbed and the surrounding area is developed with existing warehouse and light industrial buildings and urban infrastructure.

Based on the natural setting, cultural context, and the SCCIC records search results (including historic maps), the proposed Project area resource sensitivity is assessed as low to low-moderate.

Archaeological Survey Methods and Results

On March 17, 2020, Anza Principal and Senior Cultural Resources Specialists conducted a pedestrian survey of the Project site. The pedestrian survey consisted of walking north-south trending transects spaced no more than 10 meters apart.

All areas of exposed ground surface were examined for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic debris (e.g., metal, glass,

ceramics), or soil discoloration that might indicate the presence of a cultural midden. Ground visibility during the survey was good (between 60-80 percent) because the Project site had recently undergone soil remediation and vegetation was limited. The Project site is generally bare, and includes some asphalt remnants, slag, plastic debris, gravel, grass and mustard plants. The Project site is leveled, with the southeast corner (intersection of Jersey and Milliken) is elevated approximately four feet above street level. There is sidewalk along Jersey and Milliken that gradually slopes up to the west and north. An electrical box is standing in the southwest corner of Project site and there is a railroad spur along the west edge of project site. Railroad debris (old track, ties, etc.) are present in the northwest corner. Some concrete and steel poles remain near the east edge of the Project site roughly center of north/south. A storm drain is present at a low spot in the southwest corner.

The cultural resources survey was negative. No archaeological, historic built, or tribal cultural resources were observed within the Project site. Modern commercial buildings are present across Milliken Avenue to east. Industrial buildings are present across railroad tracks to the west and a steel yard is present to the north of the western half of Project site. A commercial/industrial building is present to the north of the eastern half of Project site. The City of Rancho Cucamonga Fire Station #174 and training facility is across Jersey Boulevard to the south. No historic period buildings were observed adjacent to the Project site.

4.3.2 Regulatory Setting

State Regulations

California Environmental Quality Act

CEQA (PRC Section 21084.1) requires a lead agency to determine whether a project could have a significant effect on historical resources and tribal cultural resources, as defined in PRC Section 21074(a). Under the CEQA Guidelines (Section 15064.5), a historic resource (e.g. building, structure, or archaeological resource) is listed in, or determined to be eligible for listing in, the CRHR or a local register or landmark, identified as significant in a historical resource survey (meeting the requirements of Section 5024.1(g) of the PRC), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5(a)(3)). Under the CCR, Title 14, Chapter 11.5, properties listed on or formally determined to be eligible for listing in the NRHP are automatically eligible for listing in the CRHR. A resource is generally considered to be historically significant under CEQA if it meets the following criteria for listing in the CRHR (also see PRC Section 5024.1, Title 14 CCR, Section 4850 *et seq.*):

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

- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

California Health and Safety Code, Section 7052 and 7050.5

Section 7052 of the California Health and Safety Code states that it is a felony to disturb Native American burials. Section 7050.5(c) requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California NAHC.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (the Act) applies to both state and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and that the county coroner be notified. If the remains are Native American, the coroner must notify the NAHC. The NAHC will then identify and notify a most likely descendant. The Act stipulates the procedures the most likely descendant may follow for treating or disposing of the remains and associated grave goods.

California Public Resource Code, Sections 5097 et seq.

California PRC Sections 5097 et seq. specify the procedures to be followed in the event of an unexpected discovery of human remains on non-federal land. The disposition of Native American remains falls within the jurisdiction of the NAHC. Section 5097.5 of the Public Resources Code states:

“A person shall not knowingly and willfully excavate upon, or remove, destroy, injure or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands... A violation of this section is a misdemeanor.

As used in this section, “public lands” means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.”

Assembly Bill 52

Under CEQA, AB 52 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultations must include discussing the type of environmental review necessary, the significance of tribal cultural resources, and the significance of the Project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Additionally, consultations must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Results of AB 52 consultation are provided in Section 4.10; Tribal Cultural Resources.

Local Regulations

City of Rancho Cucamonga

Rancho Cucamonga General Plan

The Resource Conservation Chapter guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including, but not limited to cultural resources. Should any resources be discovered, the City will take appropriate measures in accordance with existing laws to ensure the proper handling and preservation of artifacts.

The Cultural Resources Assessment included in Appendix D, and this Draft EIR section, provide the required analysis of impacts to cultural resources, and identifies mitigation measures to reduce potential impacts.

The Managing Land Use, Community Design, and Historic Resources Chapter defines the distribution and location of land uses to achieve economic efficiency, to balance aesthetic appeal and functionality, and to preserve historical resources in an effort to enhance the overall quality of community life. The Historic Resources Element of the Managing Land Use, Community Design, and Historic Resources Chapter addresses the City's historical development, historic resources (sites and routes), and goals and policies for historic preservation. Figure LU-8, Historic Resources, of the General Plan, does not identify any designated historic sites on the Project site. The Atchison Topeka & Santa Fe Railway (now Burlington Northern Santa Fe [BNSF] Railway) north of the Project site is identified as a historic transportation route.

Municipal Code, Title 2, Chapter 2.24 Historic Preservation

It is found that the protection, enhancement, perpetuation, and use of districts, sites, and structures of historic, cultural, and architectural significance located within the city are of aesthetic and economic value to the city. It is further found that cultural and historic resources contribute to

the city's character, atmosphere, and reputation, and that respecting the heritage of the city will enhance its economic, cultural, and aesthetic standing. Therefore, it is imperative that the city safeguards these irreplaceable resources for the welfare, enjoyment, and education of the present and future community.

A. The purpose of Chapter 2.24 is to:

1. Provide a mechanism to identify, designate, protect, preserve, enhance, and perpetuate those historic sites, structures, and objects that embody and reflect the city's aesthetic, cultural, architectural, and historic heritage;
2. Foster civic pride in the beauty and accomplishments represented by the city's historic landmarks and distinctive neighborhoods and recognize these resources as economic assets;
3. Encourage the protection, enhancement, appreciation, and use of structures of historical, cultural, architectural, community, or aesthetic value that have not been designated as historical resources but are deserving of recognition;
4. Enhance the quality of life and promote future economic development within the city by stabilizing and improving the aesthetic and economic value of such districts, sites, structures, and objects;
5. Encourage adaptive reuse of the city's historic resources by promoting public awareness of the value of rehabilitation, restoration, and maintenance of existing buildings as a means to conserve reusable material and energy resources;
6. Integrate historic preservation within the city's comprehensive development plan; and
7. Promote and encourage historic preservation through continued private ownership and utilization of such sites, buildings, and other structures now so owned and used, to the extent that the objectives listed above can be attained under such policy.

4.3.3 Methodology

The analysis of potential impacts to cultural resources that would be associated with the proposed Project included (as described above) a cultural resource literature review through the SCCIC, NAHC SLF search, and pedestrian archaeological survey, and reporting (Appendix C of Appendix D).

4.3.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The proposed Project would have a significant impact to cultural resources if it would result in any of the following:

- Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Would the project disturb any human remains, including those interred outside of formal cemeteries?

4.3.5 Impacts Analysis

IMPACT 4.3-1: *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

No Impact. The Project 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. As stated above, five (5) recorded historic resources are located within one mile of the Project site. No recorded resources are located within the APE. 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.

IMPACT 4.3-2: *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant Impact with Mitigation Incorporated. No archaeological resources were identified in the Project area as a result of the SCCIC records search and intensive pedestrian survey. The northern portion of the site has been heavily disturbed as a result of site remediation. If construction ground disturbance depths extend to native soils in the southern portion of the site, there would be a potential to impact previously unrecorded subsurface cultural resources. With implementation of Mitigation Measures CUL-1 and CUL-2, impacts to previously unrecorded subsurface cultural resources will be **less than significant**.

IMPACT 4.3-3: *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant with Mitigation Incorporated. No human remains or cemeteries were identified as a result of the SCCIC search and pedestrian field survey. Thus, 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, PRC § 5097.98, and § 15064.5 of the CCR (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 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 PRC. 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 CCR CEQA Guideline and Mitigation Measure CUL-3 as requested by the San Manuel Band of Mission Indians, potential impacts to cultural resources resulting from the discovery and treatment of human remains would be **less than significant**. As noted above, the Gabrieleño Band of Mission Indians – Kizh Nation responded via email with an attached letter on April 16, 2020, stating that the Project site is within their ancestral tribal territory and they would like government-to-government consultation under Assembly Bill 52 (AB 52). The government-to-government consultation process conducted per AB 52 and their results are discussed in Section 4.10 of this Draft EIR (Tribal Cultural Resources).

4.3.6 Mitigation Measures

While there is no evidence indicating that cultural resources are known or likely to be present, the following mitigation measures are recommended to reduce significant impacts to cultural and tribal resources (see also Section 4.10, Tribal 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 SMBMI Cultural Resources Department 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. Prior to the release of the Grading Bond, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts shall be submitted by the qualified archaeologist, along with the Native American Monitor's notes and comments, to the City for review and approval.

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.

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. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

4.3.7 Level of Significance After Mitigation

As discussed above, Mitigation Measures CUL-1 through CUL-3 would reduce impacts to a less than significant level by providing protocol to follow in the event of an inadvertent discovery of cultural materials, human remains or funerary objects.

4.3.8 Cumulative Impacts

As discussed in Section 3.9 the cumulative effects study area (CESA) for cultural resources is the area within 2.5 miles of the Project site. Project-related ground-disturbing activities could uncover previously unknown prehistoric or historic resources, human remains and funerary objects within Project site. Other development projects within the CESA would also involve ground disturbances and thus could disturb surface or buried resources. Therefore, the Project has the potential to incrementally contribute to the disturbance of previously unknown cultural resources.

As discussed above, Mitigation Measures CUL-1 through CUL-3, would ensure that impacts to cultural resources, human remains and funerary objects would be less than significant. Cultural resources that are potentially affected by cumulative projects would be required to comply with the requirements of CEQA as well as federal, state, and local regulations and ordinances protecting cultural resources through implementation of similar mitigation measures. Therefore, the proposed Project's contribution to cultural resource impacts would not be cumulative considerable and would be less than significant.

4.3.9 References

Anza Resource Consultants, Inc., Jersey Industrial Warehouse Complex Phase I Cultural Resource Report, March 2020.

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

4.4 GEOLOGY AND SOILS

This section describes the existing geological setting and potential impacts of the proposed Project on the proposed Project site and the surrounding area. Information in this section is based on a *Geotechnical Investigation Report* prepared by Coast Geotechnical, Inc. (September 2020) (Appendix E), and the Rancho Cucamonga 2010 General Plan Update Draft EIR Geology and Soils Section.

As discussed in Section 5.1.5, the proposed Project will not:

- Have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Thus, these topical issues are not addressed herein.

4.4.1 Existing Conditions

Faulting and Seismicity

Southern California is located in an active seismic region. Moderate to strong earthquakes can occur on numerous faults. The United States Geological Survey, California Division of Mines and Geology, private consultants, and universities have been studying earthquakes in Southern California for several decades. Early studies were directed toward earthquake prediction estimation of the effects of strong ground shaking. Studies indicate that earthquake prediction is not practical and not sufficiently accurate to benefit the general public. Governmental agencies are shifting their focus to earthquake resistant structures as opposed to prediction. The purpose of the code seismic design parameters is to prevent collapse during strong ground shaking.

Within the past 49 years, Southern California and vicinity have experienced an increase in seismic activity beginning with the San Fernando earthquake in 1971. In 1987, a moderate earthquake struck the Whittier area and was located on a previously unknown fault. Ground shaking from this event caused substantial damage to the City of Whittier, and surrounding cities. The January 17, 1994, Northridge earthquake was initiated along a previously unrecognized fault below the San Fernando Valley. The energy released by the earthquake propagated to the southeast, northwest, and northeast in the form of shear and compression waves, which caused the strong ground shaking in portions of the San Fernando Valley, Santa Monica Mountains, Simi Valley, City of Santa Clarita, and City of Santa Monica.

Southern California faults are classified as: active, potentially active, or inactive. Faults from past geologic periods of mountain building that do not display any evidence of recent offset are considered “inactive” or “potentially active”. The Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as “active faults.”

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 (2010). 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 known faults are shown in Figure 4.4-1.

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 Project 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 an element of the Transverse Ranges system 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 five (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 eight (8) miles.

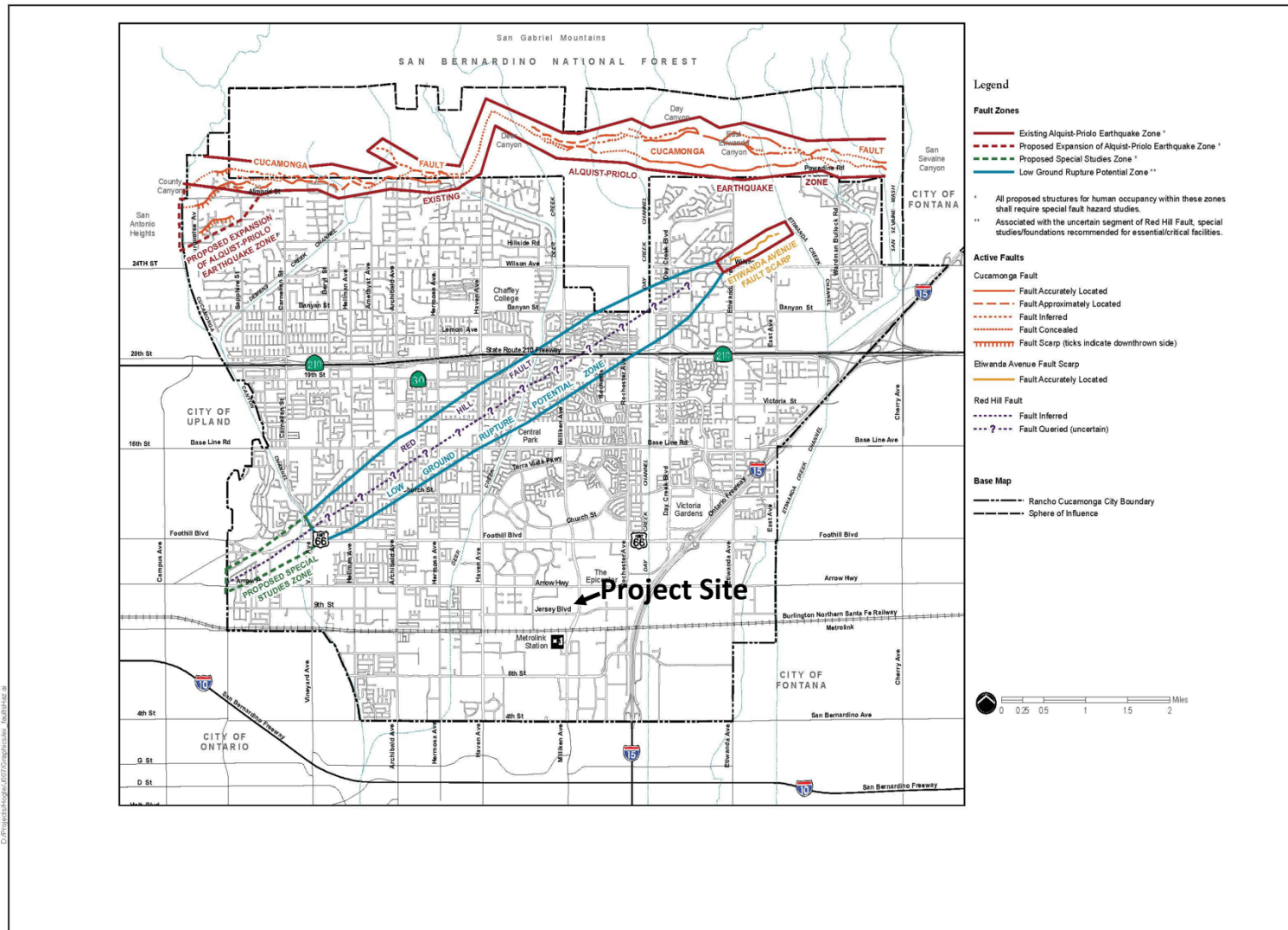


Figure 4.4-1 Earthquake Hazard Zones

Source: Rancho Cucamonga General Plan Update (Exhibit 4.7-2)

Jersey Industrial Complex Project Draft EIR

November 2021

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 Project site is about 11.9 miles (Rancho Cucamonga 2010 General Plan Update Draft EIR, 2010).

Regional and Local Geology

The Project site is located on the broad alluvial plain of the north central Chino Valley below the eastern San Gabriel Mountains at an elevation of approximately 1,145 feet (349 meters) above mean sea level. Geologically, the Project site is underlain by very young alluvial-fan deposits eroded from the San Gabriel Mountains to the north. Sediments present in this area are predominantly medium- to coarse-grained loamy sands with some gravels and cobbles. The San Gabriel Mountains are part of the California Transverse Range that define the northern boundary of the greater Los Angeles Basin.

To identify site specific geologic conditions, a field investigation was performed on August 12, 2020 consisting of the excavation of five exploratory borings, placed by a hollow stem auger drill rig. As excavations progressed, the earth materials were visually classified as they were encountered.

The materials were classified as minor artificial fill and native earth material. Artificial fills encountered consisted of brown, tan brown and light gray tan silty sand, fine to medium-grained, gravelly, dry to damp and loose to medium dense. The underlying native earth material consisted of tan light gray, light gray, light gray-brown, brown, yellow, and tan sand, fine to coarse-grained, silty, gravelly, dry to damp, to the maximum depth explored of 16 feet bgs.

4.4.2 Regulatory Setting

Federal Regulations

Earthquake Hazards Reduction Act

The United States Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The 1971 San Fernando Earthquake in Southern California resulted in the development of the Alquist-Priolo (A-P) Special Studies Zones Act of 1972. The Act was renamed in 1994 to the

Alquist-Priolo Earthquake Fault Zoning (A-P) Act. The *California Department of Mines and Geology (CDMG) Special Publication 42* includes the provisions of the Act and an index to maps of Earthquake Fault-Rupture Zones (formerly Alquist-Priolo Special Study Zones), as well as current revisions to these two documents.

Earthquake fault-rupture zones have been delineated to prevent the construction of urban development across the trace of active faults. The boundary of the fault zone is approximately 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The State Geologist defines an active fault as a fault that has previously had surface displacement within the Holocene Period (the last 11,000 years). A potentially active fault is defined as any fault that has had surface displacement during Quaternary time (last 1,600,000 years) but not within the Holocene period.

Land subdivisions and habitable structures consisting of four units or more that are proposed within A-P zones are required to have detailed fault investigations performed so that engineering geologists can mitigate the hazards associated with active faults.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC, Chapter 7.8, Section 2690–2699.6) directs the State of California Department of Conservation to identify and map areas subject to earthquake hazards (such as liquefaction, earthquake-induced landslides, and amplified ground shaking).

Passed by the State legislature after the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act was aimed at reducing the threat to public safety and minimizing potential loss of life and property in the event of a damaging earthquake event. A product of the resultant Seismic Hazards Mapping Program, Seismic Zone Hazard Maps identify Zones of Required Investigation, which are those with potential seismic hazards; most developments designed for human occupancy planned within these zones are subject to site specific geotechnical investigations to identify the hazard and to develop appropriate mitigation measures prior to permitting by local jurisdictions.

Local Regulations

City of Rancho Cucamonga General Plan

The Seismic and Geologic Hazards section of the City's General Plan Public Health and Safety Chapter identifies potential seismic hazards and methods to minimize the destructive effects. The following General Plan policies are applicable to the proposed Project:

Policy PS-5.1: Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.

Rancho Cucamonga Municipal Code

Building regulations in Rancho Cucamonga are specified in Title 15, Buildings and Construction Code, of the Municipal Code, which adopts the 2019 California Building Code (CBC). Building construction is governed by the CBC; however, the City has amended and provided exemptions to the CBC that address specific geologic considerations in the City. This title is enforced by the Building and Safety Division. It requires site specific investigation and establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety. Grading review procedures in Rancho Cucamonga are specified in Chapter 19.04, Grading Standards, of the Municipal Code. This chapter establishes regulations for submittal and review of conceptual grading plans in connection with proposed development, establishes a grading committee for review of grading plans, and provides for establishment of standards and guidelines to be utilized by the grading committee and other city agencies in review of such plans. At the time of submittal of a tentative tract map, tentative parcel map, or site plan for development review, the applicant is required to submit, among other items, a conceptual grading plan; conceptual drainage and flood control facility plans; and a geological and soils report.

Rancho Cucamonga Development Code

Chapter 17.56, Landscaping Standards, of the Municipal Code, establishes minimum landscape requirements to control soil erosion, among other purposes. Preliminary and final landscape plans are required, and review of such plans is conducted as part of the design review process.

Section 17.66.060, Odor, Particulate Matter, and Air Contaminant Standards, of the City of Rancho Cucamonga Development Code requires that sources of particulate matter comply with the rules and regulations of the SCAQMD and the State Health and Safety Code. Further, no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.

4.4.3 Methodology

The analysis of potential impacts to geologic and soil hazards that would be associated with the Plan included the review of available geotechnical literature, reports, maps, and agency information pertinent to the study area including the geotechnical investigation report prepared by Coast Geotechnical, Inc. (September 2020) (Appendix E).

4.4.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project will normally have a significant adverse environmental impact on geology and soils if it will:

- 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 of a known fault? Refer to Division of Mines and Geology Special Publication 42;

- ii. Strong seismic ground shaking;
- iii. Seismic-related ground failure, including liquefaction; or
- iv. Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC) (1994), creating substantial direct or indirect risks to life or property;

4.4.5 Impacts Analysis

IMPACT 4.4-1: *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?*

Less Than Significant. 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 (see Figure 4.4-1). There are no known active or potentially active faults traversing the Project site. Thus, the risk of ground rupture resulting from fault displacement beneath the Project site is low. However, during the life of the proposed improvements, the Project site 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 E) and current CBC requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant**.

IMPACT 4.4-2: *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including liquefaction?*

Less Than Significant. 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 bgs during field work performed for the Phase I ESA in 2002 and 16 feet bgs during the geotechnical investigation referenced above. 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 Project site is considered low. Impacts would be **less than significant**.

IMPACT 4.4-3: *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from landslides?*

No impact. As stated in the geotechnical investigation, earthquake-induced landslide zones were delineated by the State of California using criteria adopted by the California State Mining and Geology Board. Under those criteria, earthquake-induced landslide zones are areas meeting one or more of the following:

1. Areas known to have experienced earthquake-induced slope failure during historic earthquakes.
2. Areas identified as having past landslide movement, including both landslide deposits and source areas.
3. Areas where CDMG's analyses of geologic and geotechnical data indicate that the geologic materials are susceptible to earthquake-induced slope failure.

The Project site does not exhibit sloped conditions, adverse geologic conditions, or weak earth materials and is not at risk for seismic induced landslides. No impact would occur under this threshold.

IMPACT 4.4-4: *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant. As noted, the Project 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 (SWRCB) General Construction Permit during construction to minimize soil erosion. For additional information, see Section 4.7, *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**.

IMPACT 4.4-5: *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Less than Significant. 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 Investigation Report (Appendix E), 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**.

IMPACT 4.4-6: *Be located on expansive soil, as defined in Table 18-1-B of the UBC (1994), creating substantial direct or indirect risks to life or property?*

No impact. 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.

4.4.6 Mitigation Measures

Impacts related to geology and soils would be less than significant; therefore, no mitigation measures are necessary.

4.4.7 Level of Significance After Mitigation

Because there would be no significant impacts requiring mitigation, residual impacts would be less than significant.

4.4.8 Cumulative Impacts

Impacts associated with geology are generally site specific and not assessed cumulatively. Implementation of the construction recommendations in the Geotechnical Investigation Report would avoid reduce any potential impacts to less than significant; thus, no cumulative impacts associated with geology/soils would occur.

4.4.9 References

Coast Geotechnical, Inc., Geotechnical Engineering Investigation for Proposed Tilt-Up Commercial Building at 11298 Jersey Boulevard, September 2020.

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, General Plan Update Draft Environmental Impact Report, May 2010.

4.5 GREENHOUSE GAS EMISSIONS

This section describes the proposed Project's potential to affect GHG emissions. The analysis in this section is based on the project-specific Jersey Industrial Complex Air Quality and Greenhouse Gas Analysis prepared by Birdseye Planning Group, LCC (revised July 2021) and included in Appendix B of this Draft EIR.

4.5.1 Existing Conditions

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂E), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, CH₄ has a GWP of 21, meaning its global warming effect is 21 times greater than CO₂ on a molecule per molecule basis (IPCC, 1997).

Total U.S. GHG emissions were 6,676.6 MMT CO₂E in 2018 (U.S. EPA, April 2020). Total U.S. emissions increased by 3.7 percent from 1990 to 2018. Overall, net emissions increase 3.1 percent from 2017 to 2018 and decreased from 10.2 percent from 2005 levels. The decline reflects many long-term trends, including population, economic growth, energy market trends, technological changes including energy efficiency, and energy fuel choices. Between 2017 and 2018, the increase in total GHG emissions was largely driven by an increase in CO₂ emissions from fossil fuel combustion. This resulted from many factors including increased energy use from greater heating and cooling needs caused by a colder winter and hotter summer in 2018 compared to 2017.

The primary GHG emitted by human activities in the United States was CO₂, representing approximately 81.3 percent of total greenhouse gas emissions. The largest source of CO₂, and of overall greenhouse gas emissions, was fossil fuel combustion. CH₄ account for nearly 10 percent of emissions and have decreased by 7 percent since 2005 and 18.1 percent since 1990. The major sources of CH₄ include enteric fermentation associated with domestic livestock, natural gas systems, and decomposition of wastes in landfills. Agricultural soil management, stationary fuel combustion, manure management, and mobile sources of fuel combustion were the major sources of N₂O emissions.



Based upon the CARB California Greenhouse Gas Inventory, 2019 edition, California produced 424.1 MMT CO₂E in 2017. The major source of GHG in California is transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions (CARB, June 2019).

California produced 441.5 MMT CO₂E in 2014. The major source of GHG was transportation, contributing 37 percent of the state's total GHG emissions. The industrial sector was the second largest source, contributing 24 percent of the state's GHG emissions (CARB, June 2016).

California emissions result in part to its geographic size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The CARB has projected statewide unregulated GHG emissions for the year 2020 is projected to be 509 MMT CO₂E (CARB, May 2014). These projections are based on Business As Usual (BAU) conditions and represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

4.5.2 Regulatory Setting

Federal Policies and Regulations

Greenhouse Gases Endangerment

In *Massachusetts v. Environmental Protection Agency* (USEPA) 549 U.S. 497 (2007), decided on April 2, 2007, the U.S. Supreme Court (Supreme Court) found that four GHGs, including CO₂, are air pollutants subject to regulation under Section 202(a)(1) of the Federal CAA. The Supreme Court held that the USEPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA (Endangered Finding and Cause of Contribute Finding).

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the USEPA Administrator's findings.

Light-Duty Vehicle Greenhouse Gas Emission and Corporate Average Fuel Economy Standards

Congress first passed the Corporate Average Fuel Economy (CAFE) law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On April 1, 2010, the USEPA, and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S. The national program's first phase applies to passenger cars, light-duty trucks, and medium-duty (MD)

passenger vehicles, covering model years 2012 through 2016. The EPA and the NHTSA issued final rules on a second phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements. The USEPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011 addressing model years through 2018.

On August 2, 2018, the NHTSA in conjunction with the USEPA, released a notice of proposed rulemaking, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing CAFE and tailpipe CO₂ standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased the stringency of CAFE and CO₂ emissions standards by 1.5% each year through model year 2026.

SmartWay Program

The SmartWay Program is a public-private initiative between the USEPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the CARB GHG Regulations designed with the SmartWay Program in mind to reduce GHG emissions by making them more fuel-efficient. Through the SmartWay Technology Program, the USEPA has evaluated the fuel-saving benefits of various devices through grants, cooperative agreements, emissions and fuel economy testing, demonstration projects, and technical literature review. As a result, the USEPA has determined the following types of technologies provide fuel saving and/or emission reducing benefits when appropriately used in their designed applications, and has verified certain products: idle reduction technologies, aerodynamic technologies, low rolling resistance tires, retrofit technologies, and federal excise tax exemptions.

California Regulations

The following provides a summary of the greenhouse gas legislation initiated in 2005 and methods used to track progress towards achieving emission reduction goals. A complete list of regulations applicable to this topic is provided in the Jersey Milliken Industrial Complex Air Quality and Greenhouse Gas Report (Appendix A).

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 states that by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”) (CalEPA, 2006). The 2006 CAT Report recommended various strategies that the state could pursue to reduce GHG emissions. These strategies could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

Assembly Bill 32 and CARB's Scoping Plan

To further the goals established in EO S-3-05, the Legislature passed AB 32, the *California Global Warming Solutions Act of 2006*. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. Under AB 32, CARB is responsible for and is recognized as having the expertise to carry out and develop the programs and requirements necessary to achieve the GHG emissions reduction mandate of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions from specified sources. This program is used to monitor and enforce compliance with established standards. CARB also is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

In 2007, CARB approved a limit on the statewide GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 MMT CO₂E). CARB's adoption of this limit is in accordance with Health and Safety Code, Section 38550.

Further, in 2008, CARB adopted the Scoping Plan in accordance with Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and CAT early actions and additional GHG reduction features by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33%;

3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions;
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In the Scoping Plan (CARB 2008), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5% from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020) absent GHG reducing laws and regulations (referred to as BAU). To calculate this percentage reduction, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards.

In the 2011 Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (CARB 2011a), CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7% (down from 28.5%) from the BAU conditions. When the 2020 emissions level projection was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009– 2016) and the Renewables Portfolio Standard (RPS) (12% to 20%), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16% (down from 28.5%) from the BAU conditions.

In 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update; CARB 2014). The stated purpose of the First Update is to “highlight California's success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050” (CARB 2014). The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels needed to stay on track to reduce emissions to 80% below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.

In conjunction with the First Update, CARB identified “six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions

that will be needed to meet the state's more expansive emission reduction needs by 2050" (CARB 2014). Those six areas are (1) energy, (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure), (3) agriculture, (4) water, (5) waste management, and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of EO S-3-05's 2050 reduction goal (CARB 2014).

Based on CARB's research efforts presented in the First Update, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050" (CARB 2014). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the First Update, CARB recalculated the state's 1990 emissions level using more recent GWPs identified by the Inter-Governmental Panel on Climate Change (IPCC). Using the recalculated 1990 emissions level (431 MMT CO₂E) and the revised 2020-emissions-level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15% (instead of 28.5% or 16%) from the BAU conditions (CARB 2014).

In January 2017, CARB released, *The 2017 Climate Change Scoping Plan Update* (Second Update; CARB 2017), for public review and comment. This update proposes CARB's strategy for achieving the state's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below), including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20%. The Second Update incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), acknowledges the need for reducing emissions in agriculture, and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon. During development of the Second Update, CARB held a number of public workshops in the Natural and Working Lands, Agriculture, Energy, and Transportation sectors to inform development of the 2030 Scoping Plan Update (CARB 2016). The Second Update has not been considered by CARB's Governing Board at the time this analysis was prepared.

EO S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.

Connect SoCal/2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern California residents within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Local Regulations and CEQA Requirements

As referenced, pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents but contain no suggested thresholds of significance for GHG emissions. Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a Threshold of Significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. If a project would generate GHG emissions above the threshold level, its contribution to cumulative impacts would be considered significant. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. However, in March 2013 the Bay Area's thresholds were overruled by the Alameda County Superior Court (*California Building Industry Association v. Bay Area Air Quality Management District*), on the basis that adoption of the thresholds constitutes a "project" under CEQA but did not receive the appropriate environmental review. As a result, BAAQMD has elected to not recommend specific GHG thresholds for use in CEQA documents.

The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO₂E/year for industrial stationary sources to be significant. Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons CO₂E /year (SCAQMD, September 2010). Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

Sustainable Community Action Plan

Adopted in April 2017, the Sustainable Community Action Plan serves as a roadmap for advancing environmental sustainability and reducing greenhouse gas emissions and identifying long-term actions that can be implemented to reduce city-wide GHG emissions beyond 2020. It is intended to serve as a vision for sustainability in Rancho Cucamonga and identify initial steps

the City can take to begin implementing sustainability initiatives. The Sustainable Community Action Plan:

- Describes a vision for Rancho Cucamonga's desire for a sustainable future.
- Articulates the community's values and priorities as guiding principles for the Plan.
- Confirms greenhouse gas reduction goals.
- Highlights recent accomplishments and projects undertaken by the City and community.
- Identifies new policy and program opportunities to achieve environmental sustainability goals; and
- Expresses the sustainability, economic, and health co-benefits through a triple-bottom line evaluation.

Greenhouse Case Emissions and Climate Change Vulnerability Assessment

The City of Rancho Cucamonga released the Greenhouse Gas Emissions and Climate Change Vulnerability Assessment (Assessment) report in May 2020. The Assessment discusses climate change science and existing guidance for setting communitywide reduction targets and developing plans for GHG reduction. The Assessment also summarizes current and potential future climate-related impacts that may affect the City, evaluates how these impacts would potentially affect the community's populations, assets, and functions, and prioritizes how the City should address each vulnerability through the General Plan Update and Local Hazard Mitigation Plan.

4.5.3 Methodology

The California Emission Estimator Model (CalEEMod) version 2020.4.0, the most current version available, was used to estimate GHG emissions during the construction and operation of the proposed Project. Based on the construction schedule, types and quantities of construction equipment, and haul trucks, as well as employee trips, daily truck trips and area and energy sources associate with operation of the building, the maximum annual CO₂e emissions were calculated. The GHG emissions are compared with SCAQMD's GHG screening threshold for industrial uses summarized below.

Mobile sources are the dominant generator of GHG emissions associated with project operation. The approach used to calculate mobile source emissions is discussed in Section 4.1.3 of this Draft EIR. In summary, passenger cars emissions were calculated separately from truck emissions and the fleet mix adjusted to include only Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1 and LDT2), and Medium-Duty-Vehicles (MDV) vehicles. All travel trips were assumed to be primary, home/work trips with a trip length of 16.6 miles. Truck emissions were calculated assuming a trip generation rate of 0.64 daily trips/1,000 square feet for 2-axle/Light-Heavy-Duty Trucks (LHDT), 3-axle/Medium-Heavy-Duty Trucks (MHDT), and 4+-axle/Heavy-

Heavy-Duty Trucks (HHDT). The default trip length was adjusted to 40 miles. GHG emissions associated with area and energy sources are based on CalEEMod 2020.4.0 default values for the unrefrigerated warehouse (no rail access) land use type.

4.5.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project will normally have a significant adverse environmental impact due to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

The City of Rancho Cucamonga does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 MTCO₂E/year for industrial stationary source emissions is used herein as the significance criterion consistent with other warehouse development projects approved by the City of Rancho Cucamonga. The Project would develop a warehouse building, which is a common characteristic of an industrial project and industrial use. Also, 10,000 MTCO₂E has been used as the significance threshold by many local government lead agencies for logistics projects throughout the SCAG region since the SCAQMD adopted this threshold for its own use. To ensure that the threshold is conservative in its application, the 10,000 MTCO₂E threshold is applied cumulatively to all sources of project-related GHG emissions rather than exclusively to stationary source emissions as used by the SCAQMD for stationary sources.

Use of this threshold is also consistent with guidance provided in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change handbook. As such the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. SCAQMD determined that use of the 10,000 MTCO₂E threshold would result in a capture rate of 90% for all new or modified projects.

4.5.5 Impacts Analysis

IMPACT 4.5-1: *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact. Construction activities would generate GHG emissions associated with equipment operation. The project-related construction emissions are spread over approximately 12 months from mid-2022 to mid-2023. 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 505 metric tons of GHG emissions during construction. Amortized over 30 years, the Project would generate 18 metric tons per year as shown in Table 4.5-1 below.

Table 4.5-1 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. The estimated project emissions would be 2,410 CO₂E annually. This would be less than 10,000 MT CO₂E annually; and thus, would be considered a **less than significant** impact.

**TABLE 4.5-1
COMBINED UNMITIGATED ANNUAL GREENHOUSE GAS
EMISSIONS**

Emission Source	Annual Emissions (CO ₂ E)
Construction	17 metric tons
Operational	
Energy	86 metric tons
Solid Waste	75 metric tons
Water	136 metric tons
Mobile	
Passenger Cars	311 metric tons
Trucks	1,785 metric tons
TOTAL	2,410 metric tons

See Appendix B for CalEEMod software program output

IMPACT 4.5-2: *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant Impact. 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 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 a building that is 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 Project site is zoned MI/HI and the proposed Project is permitted by-right 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 EO 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 Milliken Avenue which is a designated a Class II 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. The Rancho Cucamonga Metrolink Station is located approximately 0.25 miles south of the Project site on the west side of Milliken Avenue.

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 characteristics, the Project supports applicable Sustainable Community Action Plan policies intended to reduce GHG emissions generated within the City of Rancho Cucamonga.



Further, 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 10,000 metric tons of CO₂e 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.

Connect SoCal 2020-2045 RTP/SCS Consistency

Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal CAA requirements. The Project would be developed within an industrial zone in the City of Rancho Cucamonga and utilize the existing street network. The Project would not conflict with plans to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The Project does not involve any improvements to the regional transportation system. The Project would be consistent with or would not conflict with any of the goals identified in *Connect SoCal*.

SB 32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the statewide 2030 target of a 40% reduction in GHG emissions below 1990 levels, set by EP B-30-15 and codified by SB 32. Table 4.5-2 summarizes the Project's consistency with applicable action elements of the 2017 Scoping Plan.

TABLE 4.5-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

ACTION	RESPONSIBLE PARTIES	CONSISTENCY
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	California Public Utility Commission (CPUC), California Energy Commission (CEC) and California Air Resources Board (CARB)	No Conflict. The Project would most likely use energy from Southern California Edison (SCE); however, the Rancho Cucamonga Municipal Utility (RCMU) may serve the site. Both utilities have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE or RCMU energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide		No Conflict. The Project would be constructed in compliance with current CBC requirements including the 2019 Building and Energy Efficiency

TABLE 4.5-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

ACTION	RESPONSIBLE PARTIES	CONSISTENCY
<p>energy efficiency savings in electricity and natural gas end uses by 2030.</p> <p>Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.</p>		<p>Standards and the 2019 California Green Building Standard requirements.</p>
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
<p>At least 1.5 million zero emission and plugin hybrid light-duty EVs by 2025.</p>	<p>CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, Office of Planning and Research (OPR), Local Agencies</p>	<p>No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards as applicable; and thus, would comply with the strategy.</p>
<p>At least 4.2 million zero emission and plugin hybrid light-duty EVs by 2030.</p>		<p>No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets.</p>
<p>Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.</p>	<p>CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, Office of Planning and Research (OPR), Local Agencies</p>	<p>No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.</p>
<p>Medium- and Heavy-Duty GHG Phase 2.</p>		<p>No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.</p>
<p>Innovative Clean Transit: Transition to a suite of to-be-determined innovative</p>		<p>Not Applicable. This measure is not related to the Project scope.</p>

TABLE 4.5-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

ACTION	RESPONSIBLE PARTIES	CONSISTENCY
clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.		
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		No Conflict. As stated in Section 4.9 of this EIR, the Project's VMT impact would be considered less than significant based on the City's Low VMT Area screening threshold.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	No Conflict. The project would not exceed SCAQMD GHG emission standards for industrial sources or otherwise conflict with GHG reduction efforts.
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GOBiz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	No Conflict. The project would not conflict with use of adjacent streets by pedestrians or bicycles. Further, transit service provided by Omnitrans would not be affected by the Project. The Rancho Cucamonga Metrolink station is located approximately 0.25 miles south of the site. Access to/from

TABLE 4.5-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

ACTION	RESPONSIBLE PARTIES	CONSISTENCY
		the Metrolink station for transit users would not be affected.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, California Transportation Commission (CTC), OPR, SGC, CARB	Not Applicable. This measure is not related to the Project scope.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, California Natural Resource Agency (CNRA), CARB, Caltrans, CEC, GO-Biz	No Conflict. This measure would apply to all trucks accessing the Project site. It is presumed that these vehicles would be part of the statewide goods movement sector. Access to the Project site would be provided from Milliken Avenue, a designated truck route in the City of Ranch Cucamonga.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near zero emission freight vehicles and equipment powered by renewable energy by 2030.		Not applicable. This measure is unrelated to the Project scope.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	No Conflict. When adopted, this measure would apply to all fuel purchased for use in vehicles accessing the Project site. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, California Department of Food and Agriculture (CDFA), California State Water Resource Control Board (SWRCB), Local Air Districts	No Conflict. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	No Conflict. The Project would be required to comply with applicable Cap-and-Trade Program provisions. The Project would not obstruct or

TABLE 4.5-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

ACTION	RESPONSIBLE PARTIES	CONSISTENCY
		interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Not applicable. The Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		Not applicable. The entire site is planned for development.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		No Conflict. To the extent appropriate for the proposed industrial buildings, wood products would be used in construction, including roof structure. Additionally, the Project includes landscaping.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Not applicable. This measure is unrelated to the Project scope.
Implement Forest Carbon Plan.	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Not applicable. This measure is unrelated to the Project scope.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not applicable. This measure is unrelated to the Project scope.

4.5.6 Mitigation Measures

No Mitigation Measures are required.

4.5.7 Level of Significance After Mitigation

No Mitigation Measures are required, project impact would be less than significant.

4.5.8 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impact 4.5-1 and 4.5-2 are not project-specific impacts, but the proposed Project's contribution to the cumulative impact of global warming. The design and operational features incorporated into the proposed Project reduce emissions to less than 10,000 MT CO₂e annually. Although other cumulative projects in the area might exceed the SCAQMD's interim numerical threshold or otherwise not align with applicable plans and regulations, these

projects would be required to implement GHG reduction measures. Even if other such projects did not achieve a reduction to below the SCAQMD's threshold, such projects would be the cause of any cumulatively considerable impact as opposed to the proposed Project. The Project's GHG emissions and contribution to global climate change impacts would be below the City's threshold and therefore not cumulatively considerable. Therefore, cumulative Project impacts would be **less than significant**.

4.5.9 References

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IPCC, 1997.

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing hazards and hazardous materials setting and potential impacts of the proposed Project on the proposed Project site and the surrounding area. Material provided herein is summarized from the *Phase I Environmental Site Assessment* (Appendix F) and *Phase II Environmental Site Assessment* (Appendix G) prepared by Earth Systems Southwest, Inc., (August 2002 and December 2015, respectively) and the *Site Remediation Report* prepared by SCS Engineers, Inc., July 2020 (Appendix H).

As discussed in Section 5.1.7, the proposed Project will not:

- 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;
- be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires.

4.6.1 Existing Conditions

As stated in Section 3.5, Project Description, the Project site is vacant and has not been developed. Slag fill material was identified on the site during preparation of a Phase I Environmental Site Assessment (Phase I ESA) in 2002. A Phase II Investigation was performed in August 2015. Research determined the material was deposited on-site sometime between 1994 and 2002 based on aerial photographs. The material's origin is unknown. 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 through early 2020. The site was remediated consistent with the Phase II Investigation and remediation plan.

As stated in Section 5.1.7, the Project 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 (SWRCB). 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. As referenced in the Site Remediation Report (July 2020), a total of 12,364



tons of hazardous material was removed from the Project site and disposed of at the La Paz County landfill in 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 are 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 warehouse project. 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.

4.6.2 Regulatory Setting

Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 United States Code section 9601 et seq. 1980), otherwise known as the Superfund law, was enacted in 1980 by Congress, creating a federal authority responsible for responding to releases or threatened releases of hazardous materials that can become a threat to public health or the environment. CERCLA also provides the legal framework for dealing directly with abandoned properties containing hazardous waste and liability of potential responsible parties for the release of hazardous waste. It established a fund for cleanup costs when no responsible party is identified.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) (42 United States Code Section 11001 et seq.) commonly known as Title III of the Superfund Amendments and Reauthorization Act, was enacted by Congress as national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. This law requires businesses to report on emissions of certain toxic chemicals, and that information is placed into the Toxics Release Inventory (TRI), a publicly accessible data bank. The law also requires certain businesses to report releases of extremely hazardous chemicals to State and local authorities, and to disclose the quantities and types of toxic chemicals stored on-site.

Resources Conservation and Recovery Act

Resources Conservation and Recovery Act (RCRA) is a federal law that provides authority over the disposal of solid and hazardous waste including “cradle to grave” requirements. RCRA’s cradle to grave authority includes managing every step of a particular waste stream including the



generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also provides the legal framework for the management of nonhazardous waste.

Toxic Substances Control Act

The Toxic Substance Control Act of 1976 (TSCA) (15 United States Code section 2601) gives the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and requires reporting or testing of those that may pose an environmental or human health hazard. The USEPA also has the ability to ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks thousands of new chemicals that are developed each year with either unknown or dangerous characteristics. They then control these chemicals, as necessary, to protect human health and the environment.

Hazardous Materials Transportation Act

The United States Department of Transportation, in conjunction with the USEPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to safe storage and transportation of hazardous materials. The CFR Title 49, Sections 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

State Regulations

Within the California Environmental Protection Agency (CALEPA), the DTSC is the responsible governing agency that regulates permitting for the generation, handling, treatment, and disposal of hazardous waste in the State of California. The DTSC and the SWRCB (per the Porter-Cologne Water Quality Control Act of 1969) regulate the cleanup activities of hazardous waste sites in California that have caused contamination in soil and groundwater.

California Occupational Safety and Health Administration

Federal and state occupational safety and health laws contain requirements regarding the handling of hazardous waste concerning worker safety, training, and right-to-know. Authority to enforce federal Occupational Safety and Health Administration (OSHA) requirements has been delegated to California OSHA, which has developed provisions that are at least as stringent as those enforced at the federal level. California OSHA regulates and enforces occupational and public safety laws protecting the public and workers from any safety hazards.

Hazardous Waste Control Act

The California Hazardous Waste Control Act, as found in the California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq., authorizes the California State DTSC and local CUPAs to regulate facilities that generate or treat hazardous waste. The CUPA for the City of Rancho Cucamonga is the San Bernardino County Fire Department. The California Hazardous Waste Control Act is the State equivalent of RCRA and regulates the generation, treatment, storage, and disposal of hazardous waste.



California Hazardous Materials Release Response Plans and Inventory Law of 1985

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (HSC, Division 20, Chapter 6.95, Article 1).

Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations. Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CALEPA and California Office of Emergency Services (OES). The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Local Regulations

Rancho Cucamonga General Plan

The Public Health and Safety Element of the Rancho Cucamonga General Plan provides a proactive approach to public health and safety Planning. The Rancho Cucamonga Fire Protection District coordinates hazardous materials and emergency preparedness planning and appropriate response efforts with other City departments and outside agencies. Rancho Cucamonga participates in a county-wide interagency coalition to better utilize the expertise and equipment that exists within all participating fire agencies.

Local Hazard Mitigation Plan

The City maintains a Local Hazard Mitigation Plan which assess the significant natural and manmade hazards that may affect the City and provides direction and guidance for officials and citizens in the event of emergency.

4.6.3 Methodology

To evaluate potential impacts, existing and proposed on-site hazards were identified and compared against the established safety standards and regulations to determine if the proposed Project would result in impacts related to hazardous materials. The analysis of the potential impacts regarding hazardous materials management was based on review of appropriate hazardous material databases and lists, and review of the Public Health and Safety Element of the Rancho Cucamonga General Plan.

4.6.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The proposed Project would have a significant impact to hazards and hazardous materials if it would result in any of the following:

- *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- *Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

4.6.5 Impacts Analysis

IMPACT 4.6-1: *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. Hazardous materials in the City are routinely used, stored, and transported in government facilities as well as in educational facilities, commercial/retail businesses, hospitals, and households. A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant presence or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, or pesticides.

Construction and operation of the proposed Project would involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers and paints. The use of these materials during Project construction would be short-term and would occur in accordance with standard construction practices, as well as with applicable federal, state, and local regulations. 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, absorptive pads and related materials to minimize the quantities of material stored on-site and absorb fluids during fueling activities. State, and local regulations, including those implemented by the CALOSHA, 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. These consist of complying with requirements that provide safety and control measures for those materials handled on-site. Implementation of these methods 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 focused along selected major transportation corridors, where commercial uses and industrial uses are 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 as it is an unrestricted truck route within the City of Rancho Cucamonga.

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 CHP and Caltrans. These agencies also govern permitting for hazardous materials transportation. Parties transporting hazardous materials would be required to comply with regulations and permitting requirements associated with transporting these 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 DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the federal 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 CUPA, including the San Bernardino County Fire Department. Any hazardous materials stored on-site would be required to comply with regulations referenced above as conditioned by the City of Rancho Cucamonga and warehouse management and operations staff. This would minimize any adverse impacts associated with the transport and storage of hazardous materials on the Project site. Because substantial regulation and documentation exists to address hazardous materials, potential effects due to use or transport of hazardous materials would be less than significant.

IMPACT 4.6-2: *Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

Less than Significant Impact. During construction, there is a potential for accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used by construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law. All chemical and fuel storage and usage would comply with existing federal, state,



and local requirements (including chemical hygiene requirements administered by the California OSHA).

The proposed Project site is currently undeveloped. As stated above, slag fill material was identified on the site during preparation of a Phase I Environmental Site Assessment (Phase I ESA) in 2002. The site was remediated consistent with the Phase II Investigation and remediation plan. 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 warehouse project. 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 the site investigation and remediation work performed to date, encountering hazardous materials during construction is not anticipated.

As stated above, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the federal 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. If hazardous materials are stored on-site, the tenant would be required to comply with laws that impose regulatory systems for handling hazardous waste in a manner that protects human health and the environment as stated above. The accidental release of hazardous materials on-site is unlikely because of the regulations in place to avoid such an event. Impacts are anticipated to be **less than significant**.

4.6.6 Mitigation Measures

No Mitigation Measures are required.

4.6.7 Level of Significance After Mitigation

No Mitigation Measures are required. Project impact would be less than significant.

4.6.8 Cumulative Impacts

Existing on-site conditions related to hazardous materials are site-specific. Potential impacts are not expected to combine with similar impacts of past, present, or reasonably foreseeable projects. As described above, with implementation of regulations that control the transport, storage and use of hazard materials, no significant impacts associated with hazardous materials are expected with the proposed Project. Thus, the Project would not contribute to cumulatively significant hazardous materials impacts.



4.6.9 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

Earth Systems Southwest, Inc., Phase I Environmental Site Assessment Northwest Corner of Milliken Avenue and Jersey Boulevard, Rancho Cucamonga, CA, December 2002.

Earth Systems Southwest, Inc., Phase II Investigation Northwest Corner of Milliken Avenue and Jersey Boulevard, Rancho Cucamonga, CA, August 2015.

SCS Engineers, Inc., *Site Remediation Report for Vacant Property Located at the Corner of Milliken Avenue and Jersey Boulevard, Rancho Cucamonga, CA*, July 2020.

4.7 HYDROLOGY AND WATER QUALITY

This section describes the existing hydrology and water quality setting and potential impacts of the proposed Project on the Project site and the surrounding area. Material provided herein is summarized from the *City of Rancho Cucamonga General Plan Update (2010)*, the *General Plan Environmental Impact Report (2010)*, and the *Jersey Industrial Complex Hydrology Study* prepared by Land Development Design Company, LLC, April 2020 (Appendix I).

4.7.1 Existing Conditions

Hydrology

Surface Water

The Santa Ana River drains a 2,620-square-mile area located south of the east-west ridges of the San Gabriel and San Bernardino Mountains and north of the Santa Margarita River watershed. The 100-mile long river generally runs southwesterly from the San Bernardino Mountains north of Seven Oaks Dam toward the San Bernardino and Chino valleys, cutting through the Santa Ana Mountains, and flowing down into the Orange County coastal plain before its outlet at the Pacific Ocean in Huntington Beach. The City of Rancho Cucamonga is located within the watershed of the Santa Ana River. Runoff from the City drains into Reach 3 of the Upper Santa Ana River, which is the segment located between Prado Dam and Mission Boulevard in Riverside County (General Plan Update, 2010). There are no surface water resources located on or in proximity to the Project site.

Storm Drainage

The City's storm drainage and flood control system provides regional and local drainage as well as debris basins and spreading grounds designed to reduce mud flows. Storm drainage in the City is provided by curbs and gutter along streets, which direct storm water into catch basins, pipes, and concrete channels that run southerly in or near the City. The City maintains 104 miles of storm drains and 2,200 drainage structures within its storm drainage system (General Plan Update 2010). These facilities connect to the regional storm drainage system owned and maintained by the San Bernardino County Department of Public Works, which includes channelized creeks, debris basins, and spreading grounds.

Currently, the Project site sheets storm flows in a southeasterly direction into an existing basin located at the southeastern corner of the site. Storm flows typically percolate into the soils below the basin. To avoid exceeding the basin capacity, 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 (General Plan Update, 2010).

Groundwater

The City of Rancho Cucamonga is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. The Red Hill Fault acts as a hydrological barrier between the two groundwater basins. The Chino Groundwater Basin is located under approximately 235 square miles of the upper Santa Ana River Watershed and underlies an alluvial valley that slopes from the north to the south. Groundwater depths in the Chino Basin in the City range from 350 to 600 feet below the ground surface, with deeper groundwater levels at the northern section and shallower groundwater levels at the southern section (General Plan Update, 2010).

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. Borings were advanced to a depth of 31.5 feet bgs during field work performed for the Phase I ESA in 2002 and 16 feet bgs during the geotechnical investigation. No groundwater was encountered below the Project site.

Flood Hazards

The San Bernardino County Department of Public Works has constructed regional flood and debris control facilities throughout the County, including flood control channels in Rancho Cucamonga that direct runoff through the City into regional facilities. A system of spreading basins along major creeks has also been constructed to manage storm water runoff and to help recharge local groundwater basins. Two areas within the City are known to have deficient drainage facilities: the undeveloped portions of the City that have no flood control improvements and certain areas within the Industrial Specific Plan that require additional detention facilities. The Project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06071C8635J, September 2014). The Project site is not located in proximity to drainage features that would cause or contribute to flooding conditions.

Dam Inundation

Dam failure due to an earthquake, erosion, design flaw, or water overflow during storms can cause inundation hazards in the City. The San Antonio Dam in the City of Upland is located west of the City of Rancho Cucamonga, and dam failure may result in inundation hazards in the City. Failure of debris basin slopes may also lead to inundation of downstream areas. These include areas downstream of debris basins and a small portion of the southwestern section of the City that could be affected by a breach of the San Antonio Dam in Upland. The Project site is not located in proximity to any open water bodies or reservoirs or within a dam inundation zone as depicted in Figure 4.9-3 in the General Plan Update EIR (2010).

Tsunami and Seiche

Tsunami (sea waves) are not a hazard for the City of Rancho Cucamonga based on the elevation and distance from the ocean. A seiche is the formation of large waves in landlocked bodies of

water due to seismic activity. In the event of an earthquake, a seiche can occur and potentially cause major flooding and water inundation damage. There are no large open water bodies in Rancho Cucamonga outside of the dams and reservoirs (General Plan Update 2010) that would be subject to seiches during seismic events.

4.7.2 Regulatory Setting

Federal Regulations

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the USEPA has implemented pollution control programs such as setting wastewater standards for the industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. The USEPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

State Regulations

Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and both point and nonpoint sources of pollution. The Porter-Cologne Act established nine Regional Water Quality Control Boards (RWQCB) (based on hydrogeologic barriers) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of the nine hydrologic regions. Under the Porter-Cologne Act, the SWRCB and the RWQCBs (1) adopt plans and policies for water quality control; (2) regulate discharges to surface water and groundwater; (3) regulate waste disposal sites; and (4) require the cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, and oil or petroleum products.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through the issuance of NPDES permits for point source discharges and waste discharge requirements

(WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. Each RWQCB has adopted a water quality control plan for its region (known as a Basin Plan) to reflect the policies in the Porter-Cologne Act and other State policies for water quality control. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State Water Policy. The Basin Plan establishes beneficial uses for surface and groundwater in the region and sets forth narrative and numeric water quality standards to protect those beneficial uses.

The Basin Plans also include water discharge prohibitions applicable to particular conditions, areas, or types of wastes within the region. The RWQCBs implement the plans by (1) enforcing set discharge limitations; (2) preventing violations of the limitations; and (3) conducting investigations to determine the quality of any “waters of the State”. Civil and criminal penalties are imposed on persons who violate the requirements of the Porter-Cologne Act or any SWRCB/RWQCB order. The Project site is located in the Santa Ana River Basin, which is within the purview of Santa Ana RWQCB. Santa Ana’s RWQCB’s *Santa Ana River Basin Water Quality Control Plan* is the governing water quality plan for the region and is further discussed below.

Regional

National Pollutant Discharge Elimination System Program

As discussed above, the NPDES permit program stems from the federal CWA. In the State of California, this program is administered by the nine RWQCBs, which have the mandate to develop and enforce water quality objectives and implementation plans within their regions. If discharges from industrial, municipal, and other facilities go directly to surface waters, those project applicants must obtain permits from the applicable RWQCB. An individual NPDES permit is specifically tailored to a facility. A general NPDES permit covers multiple facilities within a specific activity category such as construction activities. As previously identified, the City of Rancho Cucamonga, including the Project site, is located within the jurisdiction of the Santa Ana RWQCB (Region 8).

Municipal Separate Storm Sewer System Permit

The City of Rancho Cucamonga is subject to the waste discharge requirements of the NPDES Permit for San Bernardino County. The County and incorporated Cities in the County are co-permittees under the NPDES permit and have legal authority to enforce the terms of the permit in their jurisdictions.

The ultimate goal of the NPDES Permit and the related urban stormwater 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 stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require individual development projects to prepare and implement Water Quality Management

Plans (WQMPs) that identify post-construction best management practices (BMPs) to reduce discharges of pollutants into stormwater. The Municipal Stormwater (MS) MS4 Permit also requires priority projects to identify Hydrologic Conditions of Concern (HCOCs) associated with a Project.

Stormwater Quality Requirements

In compliance with the NDPES permit, the San Bernardino County Department of Public Works' Stormwater Program contains guidelines for the preparation of WQMPs by new development and major redevelopment projects of specific land uses and sizes. The Technical Guidance Document for Water Quality Management Plans (TGD) became effective in September 2013. A WQMP is required as part of the permit process and commits the developer to the implementation of long-term BMPs. Individual WQMPs need to identify pollutants of concern based on the proposed land use and site activities, and select applicable site design, source control, and treatment control BMPs that would effectively prohibit non-stormwater discharges from entering the storm drain system and that would reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of stormwater to prevent 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.

Construction General Permit

Pursuant to CWA Section 402(p), which requires regulations for permitting of certain stormwater discharges, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction-sites, herein referred to as the "Construction General Permit". Under the Construction General Permit, stormwater discharges from construction-sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit.

Coverage under the Construction General Permit is accomplished by filing the Permit Registration Documents, which include a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. All these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objectives of the SWPPP are to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater discharges and authorized non-stormwater discharges from the construction-site. The SWPPP also outlines the monitoring and sampling program required for the construction-site to verify compliance with discharge Numeric Action Levels (NALs) set by the Construction General Permit.

Basin Plan

The *Water Quality Control Plan for the Santa Ana River Basin* (Santa Ana Basin Plan) identifies the beneficial uses and water quality objectives for the Project site's receiving water bodies. Water bodies that do not meet established water quality standards are considered "impaired" under Section 303(d) of the federal CWA, and responsible RWQCBs are required to develop Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety"). Once established, the TMDL is allocated among current and future pollutant sources that discharge to the water body. TMDLs must consider and include allocations to both point sources and nonpoint sources of listed pollutants.

Local

Rancho Cucamonga General Plan

The Resource Conservation Chapter guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including water. Based on review of Figure RC-3, Water Resources, of the General Plan, the Project site is located in the Chino Groundwater Basin but is not in a recharge basin or spreading grounds and does not include any surface water resources.

NPDES Location Implementation Plan (LIP)

The framework that provides the foundation for implementation of the MS4 Permit requirements is described in the Municipal Stormwater Management Plan (MSWMP). The City of Rancho Cucamonga Local Implementation Plan (LIP) was adopted in July 2011 and last updated in February 2019, as required by the MS4 Permit (Sections III.A.2.a; III.B1). The LIP describes how the City implements the requirements of the MS4 Permit within its own jurisdiction. Accordingly, the MSWMP and the LIP are the principal documents that comprehensively translate the MS4 Permit requirements into actions that manage water quality in the local MS4 (Rancho Cucamonga, 2019).

Stormwater and Urban Runoff Management and Discharge Control Ordinance

The City's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Chapter 19.20 of the Municipal Code) was adopted to comply with the CWA, the Porter-Cologne Act, and the City's NPDES MS4 Permit. The ordinance sets regulations to protect and enhance the water quality in water bodies, water courses, and wetlands in the City. The regulations address connections to the City's MS4 system, protection of the MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, required notification of accidental discharges, and property owner responsibility for illegal discharges.

This ordinance includes requirements for the protection of the storm drainage system, non-stormwater and stormwater discharges from construction activities, and the preparation of

WQMPs that identify permanent BMPs in new development and major redevelopment projects. With respect to the preparation of WQMPs, prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects are required to submit a WQMP to the City Engineer for review and approval.

4.7.3 Methodology

To evaluate potential impacts, existing and proposed water quality characteristics were identified and compared against the established regulations to determine if the proposed Project would result in impacts to hydrology and water quality. Information provided herein is in part, summarized from the Hydrology Study prepared by Land Development Design Company, LLC, April 2020 (Appendix I) and Ranch Cucamonga General Plan Update EIR (2010) and Bridge Point Rancho Cucamonga Draft EIR (SCH#2020100056, May 2021).

4.7.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project will normally have a significant adverse environmental impact on hydrology and water quality if it will:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:
 - i) Result in substantial erosion or siltation on- or off-site;
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv) Impede or redirect flood flows.

- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.7.5 Impacts Analysis

IMPACT 4.7-1: *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact. 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 NPDES Permit. 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 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 (Department of Water Resources, 2016).

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.

As stated, the Project site currently 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 would maintain 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**.

IMPACT 4.7-2: *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact. As stated, there are two groundwater basins that underlie Cucamonga Valley Water District (CVWD) service area: Chino Basin and Cucamonga Basin. The Project 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 (Cucamonga Valley Water District, June 2016).

The Project site is currently pervious; and thus, some groundwater recharge may occur after precipitation events. Post-construction, the majority of the site would be impervious. However, all stormwater would be retained in an underground storage infiltration system and allowed to percolate into the soil. The Project would change how the site percolates water; however, overall recharge volumes within the basin would not change as a result of the Project. 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.

IMPACT 4.7-3: *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:*

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

Less than Significant Impact. 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 WQMP which will provide BMPs to address off-site erosion of disturbed soils during construction. The proposed stormwater system is designed to retain the design capture volume for the Project and convey flows into a subsurface retention system where water would percolate into the soils. With implementation of the stormwater system as designed, no off-site erosion or siltation would occur. Impacts would be **less than significant**.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. As stated, 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 Jersey Boulevard right-of-way.

The volume of storm water runoff generated by the proposed Project would increase 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 projected increase in runoff. Therefore, the Project will not increase the discharge of stormwater runoff from the Project site.

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 under-walk 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 site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06071C8635J, September 2014) nor is it located in proximity to drainage features that would cause or contribute to flooding conditions. Thus, 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) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or

Less than Significant Impact. 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) Impede or redirect flood flows?

Less than Significant Impact. 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.

IMPACT 4.7-4: *Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No impact. 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. 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. As stated, the Project site is not located in proximity to any open water bodies or reservoirs or in a dam inundation zone per Figure 4.9-3 in the General Plan Update EIR (2010).

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. The project site is generally flat; thus, the Project would not be subject to a mudflow hazard. Because the site would not be inundated during a flood event, dam failure, seiche or tsunami, **no impact** would occur under this threshold.

IMPACT 4.7-5: *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

No impact. 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* (State Water Resources Control Board, 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 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 NPDES Storm Water Permit and WDRs (Order No. R8-2002-0012) under the federal CWA 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 WQMP that identifies post-construction BMPs to reduce discharges of pollutants into storm water. As discussed, the Project has developed a WQMP with BMPs to address stormwater discharge. 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 in underground systems, treated and allowed to percolate into subsurface 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.

4.7.6 Mitigation Measures

No Mitigation Measures are required.

4.7.7 Level of Significance After Mitigation

No Mitigation Measures are required. Project impact would be less than significant.

4.7.8 Cumulative Impacts

A Project's cumulative impact analysis considers the construction and operation of the Project in conjunction with other development projects in the vicinity of the Project site and other developments within the Santa Ana River Basin. Project construction and the construction of cumulative development has the potential to contribute to waterborne pollution, including erosion and siltation within the Santa Ana River watershed. Pursuant to the requirements of the SWRCB and the Santa Ana RWQCB, all construction projects that disturb one (1) or more acres of land area are required to obtain coverage for construction activities under the State's General Construction NPDES Permit (refer to RR 9-1). Compliance with this regulatory requirement would ensure that development projects within the Santa Ana River watershed, including the Project and cumulative projects, would have a less than significant cumulative water quality impact during construction. Construction of the Project would not contribute to cumulatively considerable water quality effects during construction.

The Project and all cumulative developments in the Santa Ana River Basin would be required to comply with applicable regulations that enforce the Basin Plan, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, which includes provisions of Rancho Cucamonga's Stormwater and Urban Runoff Management and Discharge Control Ordinance for projects in Rancho Cucamonga would ensure that development projects within the Santa Ana River watershed, including the Project and cumulative projects, would have a less than significant cumulative water quality impact during operation. As stated, stormwater generated on-site during operation would convey to an underground storage infiltration system located at the southeast corner of the site. Water would percolate into the soil rather than drain off-site. Other development projects within the watershed would be required to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations and design on-site systems to convey, capture, retain and treat flows prior to release. Accordingly, the operation of the Project would not contribute to cumulatively considerable water quality effects.

A portion of the City's water comes from groundwater resources from the Chino Basin and the Cucamonga Basin. These adjudicated basins are managed and compliance with the pertinent adjudication orders prevents overdraft conditions, water quality problems and other impacts on groundwater resources in the watershed. The Project in conjunction with cumulative development would not result in significant impacts to groundwater supplies or groundwater quality; and therefore, would not result in a cumulative impact. Accordingly, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with groundwater.

Construction of the Project and other development projects within the Santa Ana River Basin are required to comply with federal, State, and local regulations and applicable regional and local master drainage plans to mitigate flood hazards both on- and off-site. Compliance with federal,

state, and local regulations and applicable drainage plans requires development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding. Additionally, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with seiche events, tsunami or inundation associated with a dam failure.

4.7.9 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

Rancho Cucamonga, 2019.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

Cucamonga Valley Water District, *Urban Water Management Plan*, June 2016.

Federal Emergency Management Agency. *Flood Insurance Rate Map No. 06071C8635J*, September 2014.

Land Development Design Company, LLC., *Water Quality Management Plan for Jersey Boulevard Warehouse*, May 2019.

State Water Resources Control Board, *Water Quality Control Plan for the Santa Ana River Basin* (February 2016).

https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2019/News/Chapter_1_June_2019.pdf

Department of Water Resources, 2016.

4.8 NOISE

Information within this section is summarized from the Jersey Milliken Industrial Complex Noise Study Report prepared by Birdseye Planning Group, LLC (May 2020), and provided as Appendix J.

As discussed in Section 5.1.9, the proposed Project will not:

- Be located within the vicinity of a private airstrip or an airport land use plan or, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport. Thus, the Project would not expose people residing or working in the Project area to excessive noise levels.

4.8.1 Existing Conditions

The existing noise environment consists primarily of vehicle noise from local street traffic on Jersey Boulevard and Milliken Avenue. Other sources including aircraft overflights and emergency vehicle sirens are also audible and contribute to ambient conditions. The land uses surrounding the site are comprised of warehouse and light industrial buildings. The nearest airport is Ontario International Airport located approximately 3.8 miles to the southwest. The proposed Project site is located outside the Noise Impact Zone as shown on Airport Land Use Compatibility Plan (ALUCP) Map 2-3 (April 2011) (Figure 4.8-1).

To obtain typical ambient noise levels at the proposed Project site, two short term ambient noise measurements of 15 minutes each were taken in proximity to the Project site. Site 1 is located at the Solamonte Apartments located at 9200 Milliken Avenue approximately 0.5 miles south of the Project site. Site 2 is located at 8610 Milliken Avenue approximately 350 feet north of the site. Soil remediation work was occurring on the site at the time the noise measurements were taken and ambient conditions adjacent to the site were not conducive to gathering representative noise data. Thus, Site 2 was selected because it represents ambient conditions in the general Project area. The measurement was taken using an ANSI Type II integrating sound level meter. The predominant noise source was traffic on Milliken Avenue. Based on site observations, traffic on Jersey Boulevard contributes negligibly to ambient conditions at the site and has no effect on noise levels at the nearest sensitive receivers (i.e., Solamonte Apartments). The average sound level (Leq) during monitoring was 67.8 dBA at Site 1 and 68.7 at Site 2.

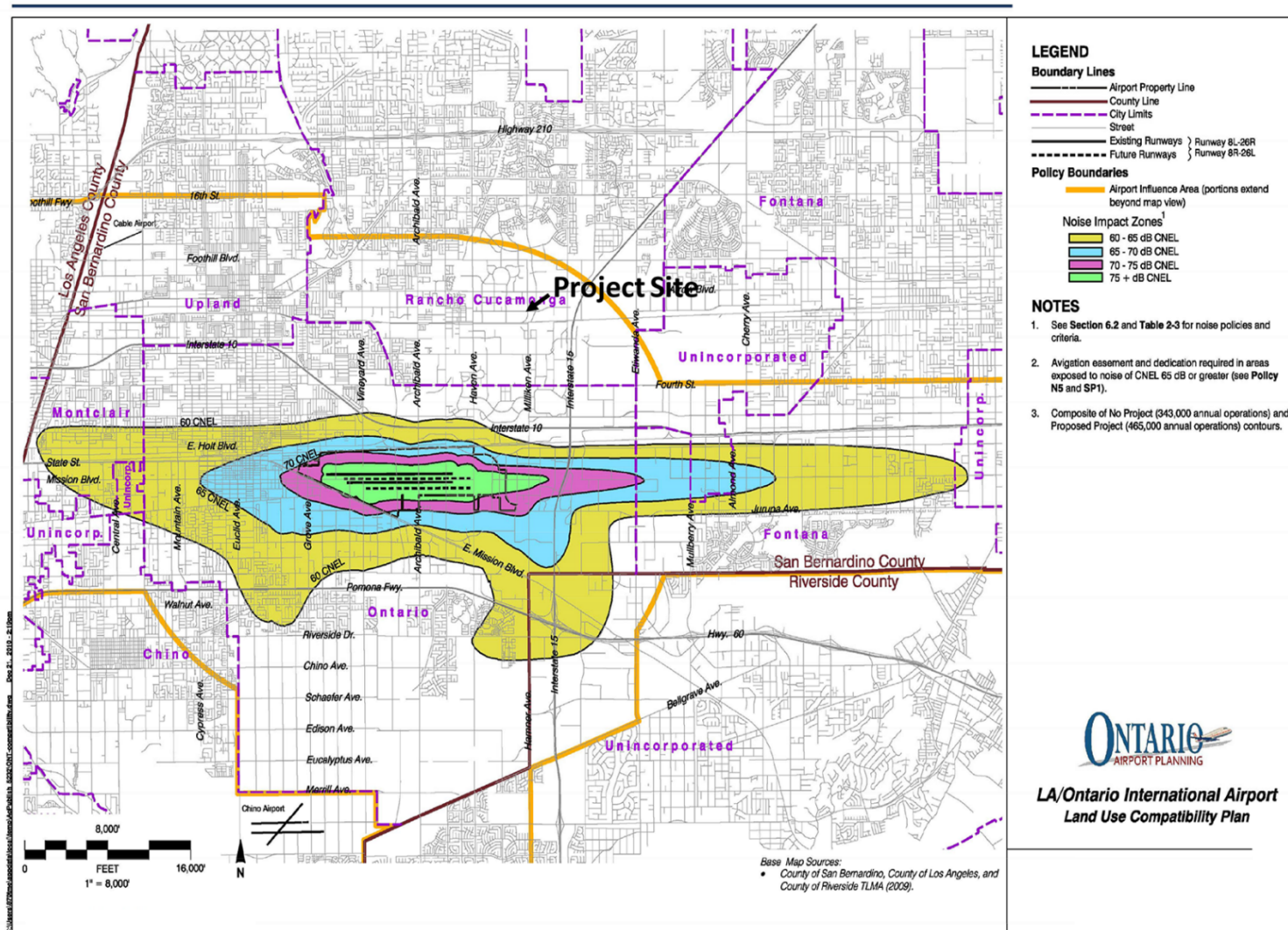


Figure 4.8-1 Noise Compatibility Zones

4.8.2 Regulatory Setting

Federal Regulations

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 FTA has published guidelines for assessing the impacts of ground-borne 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 inches/second PPV. The threshold of perception of vibration is 0.01 inches/second PPV (FTA, Office of Planning and the Environment, 2006).

State Regulations

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. 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 Peak Particle Velocity (PPV) (California Department of Transportation, 2013).

Local Regulations

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. 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.

4.8.3 Methodology

Construction noise estimates are based upon noise levels reported by the FTA, Office of Planning and Environment, and the distance to nearby sensitive receptors. Reference noise levels from that document were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation).

Project-related trips were obtained from the Trip Generation Study prepared by Mizuta Traffic Consulting, Inc., (March 2020, revised June 2021 (Appendix K)). Based on the square footage proposed, the proposed Project would generate 278 daily weekday trips. Converting truck trips to passenger car equivalents would increase the total daily trips to 364. Peak hour weekday trips would be approximately 28 in the morning and 31 in the evening. Traffic noise related impacts are addressed herein based on the difference in volumes between existing conditions and with the addition of volumes associated with the proposed Project. Because the existing Leq at the Project site and at the Solamonte Apartment complex to the south of the site, is higher than the 65-dBA exterior standard for residential zones, potential impacts are determined based, in part, on whether Project traffic would cause the current Leq at sensitive neighboring properties to increase by 3 dBA or more.

4.8.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The proposed Project would have a significant impact to noise if it would result in any of the following:

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

4.8.5 Impacts Analysis

IMPACT 4.8-1: *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact. The main sources of noise during construction activities would include heavy machinery used during site clearing, as well as equipment used for construction. Initial construction activities would be associated with clearing and grading the site. Table 4.8-1 shows the typical noise levels associated with heavy construction equipment. As shown, average noise levels associated with the use of heavy equipment commonly used at construction sites can range from about 80 to 88 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction.

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 or proximal to any sensitive properties (i.e., schools, daycare facilities, care facilities/hospitals) nor would construction noise be audible at the Solamonte Apartments, the nearest sensitive property 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.

TABLE 4.8-1
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.

Notes: LdBA = A-weighted decibels, ft-lb/blow = foot-pounds per blow

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.

A doubling of sound energy yields an increase of 3 decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that are associated with one piece of equipment. For reference purposes, noise levels are shown at varying distances are shown in Table 4.8-2. As shown, 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 exceed 65-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, the nearest sensitive receiver. Further, temporary construction noise is exempt from the Rancho Cucamonga noise standards per Section 17.66.050(D)(4) of the Municipal Code. Because the adjacent uses are not residential areas or other sensitive receivers (i.e., schools, daycare facilities, care facilities/hospitals), the nighttime construction do not apply for the purposes of noise control. Temporary noise levels in excess of 65-dBA would be **less than significant** for the purpose of CEQA review.

TABLE 4.8-2
TYPICAL MAXIMUM CONSTRUCTION NOISE
LEVELS AT VARIOUS DISTANCES FROM PROJECT
CONSTRUCTION

Distance from Construction	Maximum Noise Level at Receptor (dBA)
25 feet	88
50 feet	85
100 feet	72
250 feet	66
500 feet	60
1,000 feet	54

Long-Term Operational Noise Exposure

Long-term operation of the proposed Project was evaluated for potential exterior traffic related impacts caused by increased traffic volumes associated with the Project as well as interior noise levels caused by existing traffic on Milliken Avenue and Jersey Boulevard. In addition, a

discussion regarding potential noise levels associated with roof top Heating, Ventilation and Air Conditioning (HVAC) is provided.

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. 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 6th Street was modeled using the FHWA 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, revised June 2021). Traffic counts obtained during monitoring were used to represent baseline conditions. To determine whether the Leq at Receiver 1 would increase by 3 dBA or more with the addition of project traffic.

Modeled noise levels are shown in Table 4.8-3. 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 the nearest receiver to the Project site.

**TABLE 4.8-3
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

Exterior Use Noise (HVAC)

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 will be installed on the roof-tops of the office area. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the roof top equipment and ventilation openings (Illingworth & Rodkin, 2011). For the purpose of this evaluation, it was assumed that HVAC units would be installed at the center of the roof top, or approximately 200 feet from the property lines. Per the inverse square law, stationary noise attenuates by approximately 6 dBA per doubling of distance from the source. Using a 70-dBA reference noise level, HVAC noise would attenuate to approximately 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 60 dBA criteria.

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. Operational impacts would be **less than significant**.

IMPACT 4.8-2: *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. Activities associated with warehousing projects would not generate vibration. Thus, this discussion focuses on temporary vibration caused by construction. As stated, the closest residences are located approximately 0.5 miles south of the site. Table 4.8-4 shows construction equipment vibration would attenuate to 75 vibration decibels (VdB) at 100 feet from the source assuming a large bulldozer is the heaviest piece of equipment used during grading.

TABLE 4.8-4
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: Federal Railroad Administration, 1998

As referenced, 72 VdB is the threshold for human perception; thus, while construction activities would be temporary, vibration may be perceptible at adjacent properties depending on the location and type of equipment in operation. Construction activities such as blasting, pile driving, demolition, excavation or drilling have the potential to generate ground vibrations near structures.

With respect to ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. No historic buildings are located within the Project area nor are construction activities that would generate significant vibration levels required for the proposed Project. Construction would occur during daytime hours which would minimize disturbances to adjacent buildings. No residences or other sensitive properties are located close enough to the site to be affected by construction vibration. Temporary vibration impacts would be **less than significant**.

4.8.6 Mitigation Measures

No significant noise impacts would occur with the proposed Project. Thus, no mitigation measures are required.

4.8.7 Level of Significance After Mitigation

Because there would be no significant impacts requiring mitigation, residual impacts would be less than significant.

4.8.8 Cumulative Impacts

The area surrounding the Project site is fully developed with warehouse and light industrial uses. Rancho Cucamonga Fire Station 178 and training facility is located adjacent to and south of the site along Jersey Boulevard. As shown on Figure 3.9-1, Cumulative Projects, in this Draft EIR, the nearest cumulative project development occur approximately one-quarter mile southwest of the Project site. Thus, it is unlikely that any surrounding properties would be under construction while Project construction activities are occurring, and given baseline noise conditions, no construction noise at other project sites would be audible at the proposed Project site. Thus, while the Project would result in direct short-term impacts resulting from construction-related noise, Project construction-related noise impacts would cumulatively **less than significant**.

With respect to noise associated with Project operations, the analysis provided herein focuses on Project effects on the nearest sensitive receptor which is located approximately 0.5 miles to the south of the Project site. Off-site project operational noise impacts would be limited to traffic noise. A Traffic Impact Assessment (TIA) was not required for the proposed Project; thus, cumulative traffic volumes for projects within the 2.5 radius of the site was not compiled. However, the increase in traffic noise caused by the Project would be +0.7 dBA which is not considered significant, nor based on the location of the cumulative projects, is peak hour traffic along Milliken Avenue anticipated to increase to the extent that noise at the nearest sensitive property would increase by 3 dBA or more. Thus, Project-related traffic noise increases would be less than cumulatively considerable.

With respect to construction-related vibration impacts, and as noted above, the nearest cumulative development occurs approximately one-quarter mile southwest of the Project site. It is unlikely that cumulative projects would be under construction while Project construction activities are occurring, and any construction-related vibration from development located more than one mile from the Project site would not be detectable. As described above, construction related vibration associated with project construction would not exceed the FTA *Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria of 72 VdB for daytime residential uses.

Per the Ontario International Airport ALUCP, the Project site occurs outside the 60 dBA CNEL airport noise impact zone, and as such the noise levels are considered normally compatible for industrial land uses. Additionally, there are no components of the Project that would result in increases in airport-related noise and there would not be a potential cumulative impact. As such, Project impacts due to the exposure of people residing or working in the Project area to excessive airport noise levels would not be cumulatively considerable.

4.8.9 References

Birdseye Planning Group, LLC, *Jersey Industrial Complex Noise Report*, May 2020.

Birdseye Planning Group, LLC, *Jersey Industrial Complex Initial Study* (SCH#2021040029), May 2021.

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

California Department of Transportation. *Transportation-Related Earthborne Vibration, Technical Advisory*, 1992.

City of Rancho Cucamonga, *Municipal Code*, current as of March 2020.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

Federal Transit Administrations (FTA). *Transit Noise and Vibration Impact Assessment* (September 2018).

Mead & Hunt, Inc., *LA/Ontario International Airport Land Use Compatibility Plan*, April 2011.

Mizuta Traffic Consulting, Inc., *Trip Generation Memorandum and VMT Analysis*, November 2020.

4.9 TRANSPORTATION

This section assesses transportation impacts resulting from implementation of the Project. In accordance with SB 743, further discussed under Section 4.9.2, below, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. The Rancho Cucamonga City Council adopted the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* in June 2020 (Fehr & Peers, 2020). The purpose of the City's Traffic Impact Analysis Guidelines is to provide general instructions for analyzing the potential transportation impacts pursuant to CEQA, and for conducting LOS analysis consistent with the City's General Plan requirements. These guidelines present the recommended format and methodology that should generally be utilized in the preparation of project-specific traffic impact analysis reports. With respect to the CEQA-required VMT analysis, the *Trip Generation and Vehicle Miles Traveled (VMT) Assessment* (VMT Assessment) for the Jersey Industrial Complex Project (August 2021) (Mizuta Traffic Consulting, Inc.) is provided in Appendix K of this Draft EIR and used as the basis for analysis herein.

As discussed in Section 5.1.13, the proposed Project will not:

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Notice of Preparation Response

In response to the Notice of Preparation, an e-mail was received from California Department of Transportation (Caltrans) District 9 dated July 12, 2021, recommending that a Traffic Impact Analysis be prepared.

4.9.1 Existing Conditions

The material in this section is summarized from the City of Rancho Cucamonga General Plan Update *Community Mobility Existing Conditions Report* (May 2020).

Roadway Classification

Local Circulation Roadway Hierarchy The 2010 Rancho Cucamonga General Plan outlines a roadway hierarchy with three types of facilities: Primary Travel Corridors, Secondary Travel Corridors and Tertiary Travel Corridors. These roadway types are used as a general description

to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks.

In Rancho Cucamonga, the local street system is organized into a hierarchy of eight roadway types according to the Circulation Plan from 2010 Rancho Cucamonga General Plan. These nine types are Local Streets, Collector Streets, Modified Collector Streets with Median, Secondary Streets, Modified Secondary Streets with Median, Major Arterials, Modified Major Arterials with Median, Major Divided Arterials, and Major Divided Highways. Milliken Avenue is designated a Principal Travel Corridor (Figure 3.8 of the *Community Mobility Existing Conditions Report*) which is intended to traverse the City and extends beyond the City limits to connect to freeways and adjacent communities. These facilities typically have six total lanes with an Average Daily Trip (ADT) of 30,000-40,000 vehicles. Jersey Boulevard is designated a collector street (see Figure 3.9 of the *Community Mobility Existing Conditions Report*).

Bicycle and Pedestrian Facilities

Bicycle Facilities

Bicycle facilities in Rancho Cucamonga consist of bike lanes, routes, trails, and paths, as well as bike parking. As shown in Figure 3.13 of the *Community Mobility Existing Conditions Report*, an existing Class II striped bicycle lane is located along Milliken Avenue. No marked bicycle lanes are located along Jersey Boulevard.

Trails

The City adopted its Trails Implementation Plan (TIP) in 1991 that provides design and technical guidance for bicycle routes, and hiking and riding trails (collectively referred to as “multi-purpose trails”). There are no trail segments existing or planned, for the segments of Milliken Avenue and Jersey Boulevard located proximal to the Project site. 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.

Transit

Bus Transit

Omnitrans provides the majority of the available public transportation via fixed route bus services. Omnitrans is the public transportation agency in San Bernardino County that provides seven bus routes within the City of Rancho Cucamonga. Omnitrans Route 82 provides transit service along Milliken Avenue at the Jersey Boulevard intersection at 60-minute headways.

Rail

Metrolink is a commuter rail program operated by the Southern California Regional Rail Authority (SCRRA), providing service from outlying suburban communities to employment centers such as

Burbank, Irvine, and downtown Los Angeles. For Rancho Cucamonga, the San Bernardino Line (SBL) train services a Metrolink station at the intersection of 8th Street and Mil.

4.9.2 Regulatory Setting

Federal Regulations

Senate Bill 743 (SB 743)

SB 743, which was codified in PRC Section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (CCR, Title 14, Div. 6, Ch. 3, § 15000 *et seq.*) regarding the analysis of transportation impacts. Pursuant to PRC Section 21099(b)(1), the criteria for determining the significance of transportation impacts must “promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.” (See adopted CEQA Guidelines Section 15064.3(b), Criteria for Analyzing Transportation Impacts). To that end, in developing the criteria, the Governor’s Office of Planning and Research (OPR) has proposed, and the CNRA has certified and adopted, changes to the CEQA Guidelines that identify VMT as the most appropriate metric to evaluate a project’s transportation impacts. With the CNRA’s certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, no longer constitutes (in most cases) a significant environmental effect under CEQA. (PRC Section 21099(b)(3)).

CEQA Guidelines Section 15064.3, subdivision (b)

CEQA Guidelines Section 15064.3(b) describes specific considerations for evaluating a project’s transportation impacts. Generally, VMT is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the Project on transit and non-motorized travel. Except as provided in subdivision (b)(2) (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact

Rancho Cucamonga Municipal Code Transportation Demand Management

Chapter 17.78 of the Rancho Cucamonga Municipal Code addresses transportation demand management (TDM) requirements for various project development. The purpose of TDM requirements is to encourage large employers to implement programs and make site improvements that will help reduce the number of single-occupancy vehicle commuters on the roads. Large numbers of commuters have many negative impacts on the community such as increased traffic congestion, reduced worker productivity, and air quality and other environmental impacts. TDM requirements apply if the minimum thresholds in Municipal Code Table 17.78.010-1 (TDM Requirements Based on Development Size) are met by a new, remodeled, or expanded development that could include a single building or multiple buildings. Table 4.9-1 shows the minimum thresholds in the Municipal Code Table 17.78.010-1. The square footage provided by the proposed Project is less than the criterion shown in Table 4.9-1; thus, TDM requirements do not apply to the Project.

**TABLE 4.9-1
MUNICIPAL CODE TABLE 17.78.010-1 TDM REQUIREMENTS BASED ON DEVELOPMENT SIZE**

Type of Use	Minimum Development Size
Office (excluding medical)	80,000 sq. ft.
Industrial Office Park (MP)	200,000 sq. ft.
Hospital and Medical Offices	100,000 sq. ft.
Commercial	150,000 sq. ft.
Light Industrial (M-1)	250,000 sq. ft.
Heavy Industrial (M-2)	350,000 sq. ft.
Hotels/ Motels	150 rooms
Mixed or Multiple Uses	(1)

(1) The minimum development size for mixed or multiple-use developments shall be calculated based on the proportional square footage of areas devoted to each type of use.

(Code 1980, Section [17.78.010](#); Ord. No. 855 Section 4, 2012)

Chapter 10.56, Truck Routes and Restrictions, of the City's Municipal Code identifies unrestricted truck routes, restricted truck routes, and terminal access routes in the City of Rancho Cucamonga. Milliken Avenue is designated an unrestricted truck route within the City of Rancho Cucamonga.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project area is within SCAG's regional authority. On April 7, 2016, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) to address the region's future needs for "mobility, economy, and sustainability". The 2016-2040 RTP/SCS combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources. On September 4, 2020, SCAG's Regional Council adopted *Connect SoCal* (the 2020 - 2045 RTP/SCS) (SCAG, 2020). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

As with the 2016-2040 RTP/SCS, *Connect SoCal* includes a Transportation System Goods Movement Technical Report. This report presents a broad overview of goods movement in Southern California by defining what the goods movement system is, including its most critical components; highlighting its importance and connections to the economy and local industrial sectors; summarizing international and domestic trade flows and their relations to the region;

addressing environmental and air quality issues; articulating a regional vision and how it can be achieved; and illustrating the path to 2045 by promoting an effective set of regional strategies.

4.9.3 Methodology

Trip Generation

Trip generation represents the amount of traffic produced by a development and is determined based upon forecasting the amount of traffic that is expected to be attracted to and produced by the specific land use comprising a land development project. Trip generation rates published by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* were applied to the proposed Project to determine the traffic generation characteristics of the site. The *ITE Trip Generation Manual* is a nationally recognized source for estimating site specific trip generation. After review of all the land use categories contained in the *ITE Trip Generation Manual*, the Warehousing land use (Land Use Code 150) was determined to be most consistent with the proposed use. A Warehousing use is described as the following:

“A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.”

The *ITE Trip Generation Manual, 10th Edition Supplement*, was referenced to identify the vehicle mix for a warehouse land use. A trip rate of 0.60 trucks per 1,000 square feet was used to estimate the truck traffic. This results in a mix of 65.52 percent passenger cars and 34.48 percent trucks. Furthermore, trucks were classified based on the axle-type, which resulted in approximately 17 percent of the truck traffic comprised of 2-axle trucks, 21 percent of 3-axle trucks, and the remaining 62 percent of 4+-axle trucks. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage*. Further, the truck traffic was converted to passenger cars by utilizing a passenger car equivalent (PCE) factor, which accounts for the fact that trucks utilize more capacity on the roadway than a passenger car because of their size and slower acceleration. A PCE factor of 1.5 was used for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+ axle trucks. The PCE factors are based on the data contained in the *San Bernardino County CMP, 2016 Update*.

Table 4.9-2 summarizes the new traffic that is estimated to be generated by the Project. As shown in the table, the Project is estimated to generate 278 daily trips with 28 trips in the AM peak-hour and 31 trips in the PM peak-hour. After applying the PCE rates to the forecasted truck trips, the Project is estimated to generate 426 daily trips with 44 trips in the AM peak-hour and 48 trips in the PM peak-hour. The trip generation calculations are shown in Table 4.9-2.

TABLE 4.9-2: TRIP GENERATION SUMMARY

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK		
			Rate	In:Out Ratio		Rate	In:Out Ratio	
Warehousing	150	1.74 trips / ksf	0.17	0.77 : 0.23		0.19	0.27 : 0.73	
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Jersey Industrial Complex	159.580 ksf	278	22	6	28	9	22	31
Passenger Cars (65.52%) ² :		182	14	4	18	6	14	20
Trucks (34.48%) ² :		96	8	2	10	3	8	11
2-axle (3.46%, PCE = 1.5) ^{3,4} :		24	2	1	3	1	2	3
3-axle (4.64%, PCE = 2) ^{3,4} :		40	3	1	4	1	3	4
4+ axle (12.33%, PCE = 3) ^{3,4} :		180	15	4	19	6	15	21
Subtotal (Trucks with PCE):		244	20	6	26	8	20	28
Total Trip Generation (Passenger Cars and Trucks with PCE)		426	34	10	44	14	34	48

Notes:

ksf: 1,000 square feet

1. The trip rates for the Project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.

2. The truck trip rates for the Project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Supplement*.

3. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage*.

4. The PCE factors are based on the *San Bernardino County CMP, 2016 Update*.

With the conversion of truck trips to passenger car equivalent trips (PCEs), the Project would generate fewer than 50 trips during the peak periods, which is the threshold for requiring a traffic study based on the *City's Traffic Impact Analysis Guidelines, June 2020*. As a result, no project specific Traffic Impact Analysis was prepared for the Project.

Vehicle Miles Traveled

VMТ is a function of the number of daily trips and the length of those trips. The VMT analysis was prepared by Mizuta Traffic Consultants, Inc., (July 2021) (Appendix K) and summarized herein. The VMT evaluation was prepared consistent with the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines, CEQA Assessment – VMT Analysis, June 2020*. Per the guidelines, there are three types of screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The three types include the following:

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

The methodology and assumptions used to prepare the VMT screening evaluation, results and related impact significance is discussed below.

4.9.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The proposed Project would have a significant impact to transportation and traffic if it would result in any of the following:

- *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

4.9.5 Impacts Analysis

IMPACT 4.9-1: *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less than Significant Impact. The proposed Project would not be required to make road improvements; however, frontage and access improvements would be required per the City of Rancho Cucamonga Municipal Code as referenced above. This would improve overall pedestrian circulation and safety within the area.

As stated, Class II bicycle lanes are provided along Milliken Avenue. The Project would not impact the use of existing bicycle lanes on Milliken Avenue nor would use of the striped shoulders along Jersey Boulevard be affected by the Project. As stated, Omnitrans Route 82 provides transit service along Milliken Avenue. A transit stop is located at the Jersey Boulevard intersection. The Project may modify traffic flow temporarily during construction of the frontage improvements;

however, access to the bus stop would be maintained and the scope of work would not affect transit services along Milliken Avenue.

The proposed Project would have no effect on plans or policies affecting the circulation system including transit, roadway, bicycle or pedestrian facilities. Impacts would be **less than significant**.

IMPACT 4.9-2: *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less than Significant Impact. As stated above, per the *City's Traffic Impact Analysis Guidelines, CEQA Assessment – VMT Analysis, June 2020*, there are three types of screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The three types include the following:

1. TPA Screening;
2. Low VMT Area Screening; and
3. Project Type Screening.

If the Project meets any of the steps above, they are presumed to not have a significant impact and are screened out from completing additional VMT analyses. The SBCTA VMT Screening Tool was utilized to determine if the Project would meet any one of the three screening criteria. The project is located in Traffic Analysis Zone (TAZ) 53692301. The Metrolink transit station (11208 Azusa Court) is located approximately 0.19 miles south of the Project site adjacent to Milliken Avenue. Table 4.9-3 summarizes the results of the three screening types.

**TABLE 4.9-3:
VMT PROJECT SCREENING**

Screening Type	Criteria Met?
TPA	Yes
Low VMT	No
Project Type	No

As shown, the Project is located within a TPA which surrounds the Ranch Cucamonga Metrolink transit station; thus, the Project would meet screening criteria 1 above. Projects located in a TPA are presumed to have a less than significant impact if the following criteria are met:

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.

Consistency with the above referenced criteria for projects within a TPA is addressed as follows:

1. FAR is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on. FAR is expressed as a decimal number and is calculated by dividing the total floor area of the building by the total buildable area (i.e., net lot area) of the parcel (building area/net lot area). The net lot area is calculated by subtracting the undevelopable area from the gross lot areal. The undevelopable area can include setbacks, landscape areas, easements and outdoor break areas. In this case, the net lot area also considers the minimum drive aisle required for truck and trailers to circulate throughout the site and access the loading docks. See also definition of FAR in Appendix D (Glossary) of the City of Rancho Cucamonga General Plan. Table 4.9-4 summarizes the areas used to calculate the Project FAR.

TABLE 4.9-4: PROJECT FAR

Criteria	Area (SF)
Total lot size (sf)	321,988
Net buildable lot area (sf) ¹	155,777
Total building area (sf)	159,580
FAR	1.02

Notes:

- 1.The net buildable area was provided by the architect and includes landscaping and setback areas.

Based on the net lot area (155,777 square feet) and total building size (159,580 square feet), the FAR is 1.02 which exceeds the 0.75 FAR required to meet Criteria 1.

1. The parking required by code for the warehouse (including the mezzanine storage area) is 68 spaces. The parking required for the offices is 33 parking spaces for a total of 101 parking spaces required for the entire Project. To assist in meeting VMT screening criteria, the City of Rancho Cucamonga has authorized construction of 91 spaces. The Project is proposing to provide no more than 91 parking spaces which is less than required per the Municipal Code; and thus, satisfies Criteria 2.
2. A detailed discussion of project consistency with the City's Sustainable Community Action Plan is provided in Section 4.5, Greenhouse Gas, of this Draft EIR. In summary, the Project would be consistent with the MI/HI zoning designation; and thus, is permitted outright. 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 EO 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 Milliken Avenue which is a designated a Class II bicycle route in the General Plan Mobility Element. Omnitrans Route 82 provides transit service along Milliken Avenue at the Jersey Boulevard intersection. The Rancho Cucamonga Metrolink Station is located approximately 0.19 miles south of the Project site on the west side of Milliken Avenue.

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 is consistent with the City's Sustainable Community Action Plan and satisfies Criteria 3.

3. Criteria 4 is not applicable as the Project would not remove or replace existing residences. Thus, Criteria 4 is satisfied.

Because the Project would meet each of the four criteria for projects within in TPAs, the Project is presumed to have a less than significant impact with respect to VMT. No further analysis is required. Impacts would be less than significant.

4.9.6 Mitigation Measures

Impacts related to transportation would be less than significant; therefore, no mitigation measures are necessary.

4.9.7 Level of Significance After Mitigation

Because there would be no significant impacts requiring mitigation, residual impacts would be less than significant.

4.9.8 Cumulative Impacts

The proposed Project is consistent with regional plans, including the City's General Plan and the SCAG Regional Transportation Plan and Sustainable Communities Strategy land use. Further, the Project is not large enough to require a full TIA to evaluate operational impacts for planning purposes. Further, the Project meets the screening criteria for VMT; and thus, a complete VMT analysis is not required. While the Project would contribute additional traffic to the surrounding street network, traffic volumes would not be high enough to cause a cumulatively considerable increase in overall trips.

As stated, the Project would have no effect on bicycle/pedestrian infrastructure or transit services. The Project would not result in the construction of unsafe roadway improvements or access driveways nor would it conflict with an evacuation plan. Based on the fact that traffic impacts would be less than significant, cumulative Project impacts would be less than significant.

4.9.9 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

City of Rancho Cucamonga General Plan Update *Community Mobility Existing Conditions Report* (May 2020).

City of Rancho Cucamonga, *Traffic Impact Analysis Guidelines, CEQA Assessment – VMT Analysis*, June 2020.

Mizuta Traffic Consulting, Inc., *Trip Generation and VMT Analysis*, July 2021.

4.10 TRIBAL CULTURAL RESOURCES

4.10.1 Existing Conditions

As addressed in Section 4.3, *Cultural Resources*, the proposed Project area and surrounding region is within land traditionally occupied by two Native American groups within the valley, the Serrano and Gabrieliño (Tongva) people (see Ethnographic Context in Section 4.3.1, *Cultural Resources*). An ethnographic review of tribal cultural resources was performed via the SCCIC record search, NAHC SLF search, and review of available ethnographic documents. In addition, a cultural resource field survey was conducted (discussed in Section 4.3, *Cultural Resources*). The City conducted California Native American tribal consultation per AB 52 beginning January 11, 2021, by mailing Tribal consultation letters to the following tribes: San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, San Manuel Band of Mission Indians (SMBMI), Soboba Band of Luiseno Indians, Morongo Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians. The SMBMI responded via e-mail on January 25, 2021, and stated that the proposed Project area exists within Serrano ancestral territory; and therefore, is of interest to the Tribe. The SMBMI requested that specific language be made a part of the Project conditions. The language is included herein as Mitigation Measures TRC-1 and TCR-2. 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. As stated below, mitigation measures previously approved by the Gabrieleno Band of Mission Indians – Kizh Nation, were incorporated into the Initial Study and included herein. No additional responses requesting consultation per AB 52 were received.

4.10.2 Regulatory Setting

State Regulations

Assembly Bill 52

A project that may cause a substantial adverse change in the significance of a tribal cultural resource, may have a significant effect on the environment (PRC Section 21084.2). As specified in the PRC Section 21080.3.1, as amended by AB 52 (Gatto 2014), a lead agency is required to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed Project. Consultations must include discussing the type of environmental review necessary, the significance of tribal cultural resources, and the significance of the Project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe (PRC Sections 21080.3.1(a) and 21084.3(b)); Government Code Section 65352.4). That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Public Resource Code Section 21074 defines tribal resources as follows:

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

California Code of Regulation Section 15120(d) Confidentiality

Section 15120(d) of Title 14 of the CCR states that information and locational information regarding archaeological sites, sacred lands, or other information is confidential and is restricted from disclosure in public documents.

California Health and Safety Code, Sections 7052 and 7050.5

Section 7052 of the California Health and Safety Code states that it is a felony to disturb Native American burials. Health and Safety Code Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California NAHC.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (the Act), PRC Sections 5097.9 *et seq.*, applies to both state and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and that the county coroner be notified. If the remains are Native American, the coroner must notify the NAHC. The NAHC will then identify

and notify a most likely descendant. The Act stipulates the procedures the most likely descendant may follow for treating or disposing of the remains and associated grave goods.

4.10.3 Methodology

The analysis of potential impacts to tribal cultural resources that would be associated with the proposed Project included (as described above and in Section 4.3 *Cultural Resources*) a cultural resource literature review through the SCCIC, NAHC SLF search, ethnographic literature review, pedestrian archaeological survey and reporting, and tribal consultation; the City sent formal AB 52 notification letters on January 11, 2021, to the following:

- San Gabriel Band of Mission Indians: *Anthony Morales, Chief*
- SMBMI: *Lee Clauss*
- Soboba Band of Luiseno Indians; *Joseph Ontiveros, Cultural Resource Director*
- Torres Martinez Desert Cahuilla Indians; *Michael Mirelez, Cultural Resource Coordinator*
- Gabrieleño Band of Mission Indians – Kizh Nation: *Andrew Salas, Chairman*
- Morongo Band of Mission Indians: *Raymond Huaute, Tribal Historic Preservation Officer*

As stated, the SMBMI responded to the AB 52 notification letters via an e-mail dated January 25, 2021. The e-mail stated that the proposed Project area exists within Serrano ancestral territory; and therefore, is of interest to the Tribe. Mitigation measures TCR-1 and TCR-2 are included herein to avoid or reduce potentially significant impacts to tribal cultural resources. 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. As stated, mitigation measures previously approved by the Gabrieleno Band of Mission Indians – Kizh Nation, were incorporated into the Initial Study and included herein as TCR-3, TCR-4, TCR-5 and TCR-6. No additional responses requesting consultation per AB 52 were received.

4.10.4 Thresholds of Significance

In recognition of AB 52, which enhances the level of review required for Tribal cultural resources and establishes guidelines requiring consultation with Native American Tribes, the following threshold is included:

- *Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*

- i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.*

4.10.5 Impacts Analysis

IMPACT 4.10-1: *Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*

- iii) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less than Significant Impact with Mitigation Incorporated. The combined SCCIC record search, NAHC SLF search, and pedestrian field survey did not identify any existing historic resources within the proposed Project area. Further, the Project site has been heavily disturbed by past remediation as discussed in Section 4.6, *Hazards and Hazardous Material*. Thus, the proposed Project is not anticipated to cause a substantial adverse change in the significance of a known historic resource as defined in PRC 5020.1 (k).

If construction ground disturbance depths range within native soils (at least 1 foot or more bgs), there would be a potential to impact previously unrecorded subsurface tribal cultural resources. Native soils are expected to be encountered two feet below existing fill material in the southern portion of the site. In the northern portion of the site, native soils are located at the surface but were excavated during site remediation. However, with Mitigation Measures TCR-1 through TCR-6, incorporated, a **less than significant impact** is anticipated.

As specified in AB 52, the City provided written notification on January 11, 2021 regarding the proposed Project to the San Gabriel Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians, Torres Martinez Desert Cahuilla Indians, the Gabrieleño Band of Mission Indians – Kizh Nation, and the Morongo Band of Mission Indians. As stated above, the 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 specific language addressing unforeseen discoveries of previously unknown tribal cultural resources be made a part of the Project/permit/plan conditions. The language referenced was included in the Initial Study as Mitigation Measures TCR-1 and TCR-2.

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. As sated, mitigation measures previously approved by the Gabrieleno Band of Mission Indians – Kizh Nation, were incorporated into the Initial Study as TCR-3, TCR-4, TCR-5 and TCR-6. No additional responses requesting consultation per AB 52 were received.

The City completed consultation with local tribes as part of the AB 52 process during preparation of the Initial Study. No local tribes responded as part of the NOP process; thus, no further consultation was performed. Based on the combined SCCIC record search, NAHC SLF search, pedestrian field survey, and City's AB 52 consultation with California Native American tribes (as discussed above), the proposed Project is determined to have **less than significant impacts** related to Tribal Cultural Resources with the implementation of Mitigation Measures TCR-1 through TCR-6 during grading/excavation and related site disturbing activities.

4.10.6 Mitigation Measures

TCR-1: The SMBMI Cultural Resources Department 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 qualified archaeologist in coordination with SMBMI and submitted to the City of Rancho Cucamonga for review and approval. The qualified archaeologist shall be retained by the Project Applicant to implement all mitigation measures related to archaeological and historical resources.

All subsequent finds shall be subject to the Monitoring and Treatment Plan. This Plan shall include tribal contact information, protocol to following should cultural resources be discovered, curation requirements and allow for a monitor to be present that represents SMBMI for the remainder of the Project's ground disturbing activities, 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 the City of Rancho Cucamonga for dissemination to SMBMI. The City of Rancho Cucamonga and/or applicant shall, in good faith, consult with SMBMI until all ground disturbing activities have been completed.

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

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

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.

4.10.7 Level of Significance After Mitigation

Implementation of Mitigation Measures TCR-1 through TCR-6 would ensure that impacts to tribal cultural resources would be less than significant. Compliance with existing regulations will ensure that any impacts to human remains would be less than significant.

4.10.8 Cumulative Impacts

Cumulative impacts to historic resources or tribal cultural resources consider the impact of the proposed Project in connection with past or related future projects. Section 15355 of the CEQA Guidelines define a cumulative impact as two or more individual effects which, when considered together, are considerable, or which compound, or increase other environmental impacts. When analyzing cumulative impacts to cultural resources, and assessment is made of impacts on individual resources as well as the inventory of cultural resources within the cumulative impact analysis area which is defined as a one-mile radius around the Project site. As discussed in Section 4.3, *Cultural Resources*, a records search was conducted by the SCCIC at California State University, Fullerton for the one-mile area surrounding the Project site and was intended to determine the presence of any previously recorded sites. The SCCIC also provided the standard review of the NRHP and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the 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 SLF of the 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 City of Rancho Cucamonga General Plan and EIR (February 2010) 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* as referenced above. While no cultural resources or Tribal Cultural Resources are expected to be encountered on the Project site, mitigation measures

TCR-1 and TCR-2 are included herein at the request of the SMBMI as part of the AB 52 consultation process. As stated, mitigation measures TCR-3, TCR-4, TCR-5 and TCR-6 were included herein in response to an AB 52 consultation request received by the Gabrieleño Band of Mission Indians-Kizh Nation. With implementation of mitigation if needed, cumulative impacts are anticipated to be **less than significant**.

4.10.9 References

Birdseye Planning Group, LLC, Jersey Industrial Complex Initial Study (SCH#2021040029), May 2021.

City of Rancho Cucamonga, *General Plan Update*, May 2010.

City of Rancho Cucamonga, *General Plan Update Draft Environmental Impact Report*, May 2010.

City of Rancho Cucamonga, *Central Park Master Plan Update Revision, Program Environmental Impact Report*, March 2021.

CHAPTER 5

OTHER CEQA CONSIDERATIONS

This chapter addresses other environmental topics required under CEQA to be discussed in an EIR. These other CEQA considerations include environmental effects that were found to not be significant, growth-inducing impacts, or significant effects that are adverse, irreversible or unavoidable.

5.1 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

In accordance with the CEQA Guidelines Section 15063(a), the City determined that an EIR would be required for the approval of the proposed Project. Pursuant to CEQA Guidelines Section 15060(d), “If the lead agency can determine that an EIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the EIR process...in the absence of an initial study, the lead agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant.” In this case, the City completed and circulated an Initial Study (SCH# 2021040209) that evaluated potential environmental effects of the proposed Project and determined, based on comments received, there is a potential for significant environmental effects; and thus, an EIR must be prepared. Based on the analyses provide in the Initial Study, public and agency comments on the draft Initial Study, input received during the public scoping process, several environmental factors were determined to be less than significant or to have no measurable impact, and thus, do not require further evaluation in this Draft Project EIR. Environmental effects that were determined to be potentially significant or less than significant after mitigation are discussed in detail under Chapter 4, Environmental Analysis, of this Draft Project EIR.

In accordance with CEQA, the following section substantiates the elimination of those specific environmental issues that were determined to result in no impacts or less-than-significant impacts; and therefore, are not analyzed further in this Draft Project EIR. In summary, environmental effects found not to be significant include the following, with the reasons supporting the determination presented in the discussion below:

- Aesthetics
- Agricultural Resources
- Biological Resources (riparian habitat, wetlands, wildlife movement conflict with habitat conservation plan and local policies)
- Energy
- Geology and Soils (liquefaction, landslides, soil erosion, unstable geologic unit, expansive soils and septic tanks)

- Hazards and Hazardous Materials (public airport hazard; emergency response plan; hazardous emissions or handle hazardous materials within 0.25 mile of an existing or proposed school, wildland fires)
- Land Use and Planning
- Mineral Resources
- Noise (expose people to airport noise)
- Population and Housing
- Public Services
- Recreation
- Transportation (increasing hazards; inadequate emergency access)
- Utilities and Service Systems
- Wildfire

5.1.1 Aesthetics

Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The City of Rancho Cucamonga General Plan (2010) provides planning and policy guidance for development within the City. No specific visual features are noted in the General Plan that pertain to the Project site. 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 are 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 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. Representative photographs of the Project site are shown in Figure 5.1-1. 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 Project 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 nor are any scenic highways located within the City of Rancho Cucamonga (General Plan EIR, 2010). The proposed building would be located in the foreground of the northern viewshed and would block distant views of the mountains from motorists and pedestrians traveling south of the site on Jersey Boulevard. However, views would be consistent with the industrial context of the Project area and existing views of the San Gabriel and San Bernardino mountains to the north from Milliken Avenue or Jersey Boulevard would remain.



View of center of project site, facing north.



View of project site from northwest corner, facing southwest.

Figure 5.1-1 Representative Site Photos

The Project would incorporate exterior architectural treatments (design features, finishes and colors), landscaping and related features in compliance with Section 17.120.020 (Design Standards) of the Municipal Code, to ensure visual consistency with the surrounding area. The architectural treatments would include parapets along the roof line and variations in relief and color schemes on the exterior walls. Landscaping would be installed around the site 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. Thus, impacts would be **less than significant**. Further analysis is not required.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. 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 (Caltrans, March 2021). 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. There would be **no impact** under this threshold. Further analysis is not required.

Would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed Project would involve both temporary and permanent changes to the visual character of the site. Temporary changes are associated with construction activities, including construction equipment, staging, and construction. These visual impacts would be short-term and are not considered significant.

The Project site is designated General Industrial in the City of Rancho Cucamonga General Plan Land Use Map. The site is zoned Minimum Impact/Heavy Industrial (MI/HI). The proposed use is permitted within the MI/HI zoning district and is subject to development standards and policies within the City of Rancho Cucamonga Municipal Code for that zoning designation. Implementation of the proposed Project would result in long-term/permanent changes to the visual character of the site from undeveloped with ruderal vegetation species to developed with a new warehouse, offices and parking areas. Implementation of the Project would occur on a vacant site within an urbanized area surrounded by existing warehouse and light industrial buildings. 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. The highest point on the proposed building would be 42 feet, well below the maximum building height limit of 75 feet, and would be comprised of parapets around the perimeter of the building. The height of the proposed building would be similar to adjacent buildings to the north and northwest as well as those on the east side of Milliken Avenue. The proposed building 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. Thus, impacts would be **less than significant**. Further analysis is not required.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. There are two primary sources of light to be considered: light emanating from building interiors that pass through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The project would add new building and security lighting which would be visible from adjacent streets and businesses. As stated in the project description, all outdoor street lighting and on-site security lighting and landscape 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. 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**. Further analysis is not required.

5.1.2 Agricultural Resources

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

No Impact. The Project site is zoned 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 Department of Conservation 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. Further analysis is not required.

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

No Impact. 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. Further analysis is not required.

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

No Impact. Neither the site nor surrounding areas are zoned for forest use or timber production. The site is designated Heavy Industrial in the General Plan and zoned Minimum Impact/Heavy Industrial (MI-HI). The site has not been 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. Further analysis is not required.

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

No Impact. There is no forest land on or in the vicinity of the proposed Project site. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. **No impact** would occur. Further analysis is not required.

Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use or conversion of forest land to non-forest use?

No Impact. Agriculture was the main industry in the Rancho Cucamonga area in the mid to late nineteenth century with crops of citrus fruits and grapes. The region remained a rural agricultural area until, and throughout the 1960s. Urban development (e.g., residential subdivisions and commercial areas) began in the 1920s through the 1970s. The City of Rancho Cucamonga was incorporated in 1977, consolidating the three towns of Cucamonga, Alta Loma and Etiwanda. The City is currently densely developed with urban uses with limited vacant land. There is no farmland or forest land located within or near the proposed Project site. Therefore, the proposed Project would not involve any changes that could result in the loss or conversion of farmland or forest land to other uses. **No impact** would occur. Further analysis is not required.

5.1.3 Biological Resources

Material in this section is summarized from the Jersey Industrial Complex Habitat Assessment prepared by ELMT Consulting, Inc., (December 2020) and provided for reference in Appendix C.

Would the project 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?

No impact. As stated in the Jersey Industrial Complex Habitat Assessment, there is no riparian habitat or other sensitive natural community on the Project site. Thus, **no impact** would occur under this threshold. Further analysis is not required.

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

No impact. As stated in the Jersey Industrial Complex Habitat Assessment, no drainage feature(s), wetlands, non-wetland jurisdictional resources or sensitive plant communities occur onsite. Thus, **no impact** would occur under this threshold. Further analysis is not required.

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

No impact. 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. Further analysis is not required.

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

No impact. 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. Further analysis is not required.

Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan?

No Impact. The proposed Project site is not located within the boundary of and does not contain undeveloped natural lands subject to an adopted Habitat Conservation Plan (HCP), natural community conservation plan or other approved local, regional, or state HCP (see Appendix B); therefore, the proposed Project would not conflict with the provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP, and **no impact** would occur. Further analysis is not required.

5.1.4 Energy

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

Less Than Significant Impact. 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 goods to/from the facility.

The proposed Project would be required to comply with California Energy Code Title 24 which mandates that various levels of energy efficiency in building construction, design and operation

be met. The consumption of such resources would represent a long-term commitment of those resources. The commitment of resources required for the construction and operation of the proposed Project would limit the availability of such resources for future generations or for other uses during the life of the proposed Project. However, use of such resources will be short-term and minimal during construction and operation will not result in energy consumption requiring a significant increase in energy production for the energy provider.

The Metrolink rail stop is located approximately 0.25 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. Further analysis is not required.

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

No Impact. 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 42 in height at the highest point. A total of 91 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. 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, see Section 4.5, Greenhouse Gas Emissions) regarding renewable energy or energy efficiency. **No impact** would under this threshold. Further analysis is not required.

5.1.5 Geology and Soils

Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. No septic tanks or alternative wastewater systems will be constructed as part of the proposed Project, and no impacts will occur. Further analysis is not required.

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

Less than Significant Impact. 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 Project site has been disturbed over time. Portions have been excavated to remove slag and heavy metal impacted soils. The Geotechnical Report (Appendix E) states that soils below the site to a depth of 16 feet bgs 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 bgs 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**. Further analysis is not required.

5.1.6 Hazards and Hazardous Materials

Would the project 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?

No impact. 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. The material origin is unknown. 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 through early 2020. The site is not on the Cortese List because it is not on the databases maintained by either the DTSC or the SWRCB. 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 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 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 warehouse project. 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. Further analysis is not required.

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

No impact. 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. **No impact** would occur under this threshold. Further analysis is not required.

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

No impact. 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. Further analysis is not required.

Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. 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. Further analysis is not required.

Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No impact. 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. Further analysis is not required.

5.1.7 Land Use and Planning

Would the project physically divide an established community?

No Impact. The proposed Project would develop a new warehouse/storage building with offices and related improvements. The Project would be an industrial warehouse facility. 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 Fire Station #174 and training facility to the south. Land in proximity to the site is zoned MI/HI and is developed with 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.** Further analysis is not required.

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

No Impact. 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 HCPs that apply to the Project site. See Section 5.1.3, *Biological Resources* (e) above.

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 not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project; therefore, **no impacts** would occur. Further analysis is not required.

5.1.8 Mineral Resources

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

No Impact. Mineral Resource Zones (MRZ) are commercially viable mineral or aggregate deposits, such as sand, gravel, and other construction aggregate. The mineral resources in the City consist of deposits of regionally significant aggregate resources identified by the California Department of Conservation, Divisions of Mines and Geology. The City of Rancho Cucamonga General Plan (2010) EIR (Exhibit 4.11-1) includes the Project site in an area designated 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. **No impact** is expected to occur. Further analysis is not required.

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

No Impact. While the on-site soil is comprised of alluvium, the Project would be developed consistent with the General Plan Land Use Element and MI/II 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 mineral recovery activities currently occur in the proposed Project area. The proposed Project site is not located within an area of oil and gas resources. No impact to mineral resources would occur. **No impact** is expected to occur. Further analysis is not required.

5.1.9 Noise

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. 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. Further analysis is not required.

5.1.10 Population and Housing

Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. 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 housing nor would it extend roads or other infrastructure into previously unserved areas. Thus, the Project would not directly or indirectly induce population growth. All improvements would occur on the Project site. **No impact** related to population growth would result from Project implementation. Further analysis is not required.

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

No Impact. Construction of the proposed Project would not require the removal or obstruction of existing housing; and thus, would not require the displacement of people or the construction of replacement housing elsewhere. **No impacts** would occur. Further analysis is not required.

5.1.11 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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

Less Than Significant Impact. 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. Impacts to fire protection services and facilities would **less than significant**. Further analysis is not required.

ii.) Police Protection

Less Than Significant. 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 proposed Project is not expected to significantly increase the need for police protection beyond what is currently provided and therefore, would not require police facilities to be altered. Impacts to police protection services and facilities would be **less than significant**. Further analysis is not required.

iii.) Schools

Less than Significant. Four elementary school districts, one high school district, and one community college district serve the City (City of Rancho Cucamonga 2019c). 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; however, it is possible that one or more employees may choose to send their children to schools within the City of Rancho Cucamonga. While this may affect demand for school services, it is not anticipated that the construction of new school facilities would be required. Therefore, a **less than significant impact** to school services or facilities are expected. Further analysis is not required.

iv.) Parks

No Impact. The City has approximately 347.6 acres of parkland and recreational facilities. These include 25 neighborhood parks, three community parks, and eight special use facilities. 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. Impacts to parks would be less than significant. Further analysis is not required.

v.) Other Public Facilities

No Impact. The City library system consists of two library locations: the Archibald Library at 7368 Archibald Avenue and the Paul A. Blane Library at 12505 Cultural Center Drive. The Paul A. Blane Library 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. No impact is expected to occur. Further analysis is not required.

5.1.12 Recreation

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

No Impact. 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 Sphere of Influence (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 not add additional residences or business that would increase demand for any park or other recreational facility in the area. **No impact** is expected to occur. Further analysis is not required.

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

No Impact. 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. Further analysis is not required.

5.1.13 Transportation

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

No Impact. 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. Further analysis is not required.

Would the project result in inadequate emergency access?

No Impact. 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. Further analysis is not required.

5.1.14 Utilities and Service Systems

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

Less than Significant Impact. Wastewater conveyance is managed by the City of Rancho Cucamonga and CVWD and wastewater is processed by CVWD and the IEUA. 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 4.7, *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. Further analysis is not required.

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

Less than Significant Impact. The Project is expected to generate an annual water demand of approximately 37 million gallons or 113-acre feet (CalEEMod version 2020.4.0, July 2021 (Appendix B)). This would equate to a daily demand of 101,370 gallons. Project demand would be within the 61,300 acre-feet demand projections provided in the CVWD Urban Water Management Plan. **Impacts would be less than significant.** Further analysis is not required.

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

Less than Significant Impact. 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. Further analysis is not required.

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

Less than Significant Impact. The California Integrated Waste Management Act of 1989 (AB 939) established the California Integrated Waste Management Board and its review, approval, permitting and enforcement authority related to AB 939 requirements. The California Integrated Waste Management Act required all counties to prepare an Integrated Waste Management Plan and required all cities and counties to divert 50 percent of all solid waste from landfills or transformation facilities by January 1, 2000 through source reduction, recycling and compost activities, and established California Integrated Waste Management Board. Per AB 341, the volumes of waste material recycled was increased to 75% by 2020 and beyond.

Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility, located immediately southeast of the City 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, a remaining capacity of 67,520,000 cy, and an anticipated close date of 2033 (CalRecycle 2019).

The volumes of solid waste generated annually was estimated by CalEEMod version 2020.4.0 to be 150 tons annually. Assuming 75% of the solid waste generated by the Project is recycled, the Project would generate approximately 37.5 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. The amount of solid waste generated and disposed of in the nearby landfill during operation of the proposed Project is expected to be within the permitted capacity of this landfill. Given these considerations, and with recycling required by the City implemented during all construction phases of the proposed Project, potential impacts associated with solid waste capacity would be considered less than significant. Further analysis is not required.

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

No Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and

the safe and efficient transport of solid waste. 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. Further analysis is not required.

5.1.15 Wildfire

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. 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 4.9, *Transportation* and thus, would not impact use of either street as an evacuation route. A **less than significant** impact would occur under this threshold. Further analysis is not required.

Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. 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**. Further analysis is not required.

Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. 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 or emergency water sources. There are no existing above ground power lines, nor would any be installed as part of the Project, 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**. Further analysis is not required.

Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The land within and in the vicinity of the proposed Project site is relatively flat. The proposed Project site is not located within a 100-year floodplain. 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 caused by run-off, post-fire slope instability or drainage changes. No Impact would occur under this threshold.

5.1.16 Other less Than Significant Impacts

As detailed in Chapters 4.1 through 4.10 of this Draft Project EIR, a detailed evaluation of the environmental issues associated with the proposed Project determined that impacts would be less than significant with incorporation of mitigation measures for the following environmental issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

5.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The potentially adverse effects of the proposed Project are discussed in Sections 4.1 through 4.10 of this Draft Project EIR. Mitigation measures have been recommended that would avoid, reduce or minimize impacts. All the potential impacts associated with the proposed Project would be either less than significant or mitigated to less than significant. The proposed Project would not result in any significant unavoidable impacts.

5.3 IRREVERSIBLE ENVIRONMENTAL CHANGES

According to the CEQA Guidelines, “[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of Project implementation that cannot be avoided.

Both construction and operation of the proposed Project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the new warehouse.

Title 24 of the California Administrative Code regulates the amount of energy consumed by new development. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources. The commitment of resources required for the construction and operation of the proposed Project would limit the availability of such resources for future generations or for other uses during the life of the proposed Project. However, continued use of such resources is consistent with the planned changes on the proposed Project site and within the general vicinity.

5.4 GROWTH INDUCING IMPACTS

Pursuant to the CEQA Guidelines (Section 15126.2(d)): an EIR must address whether a project will directly, or indirectly foster growth as follows:

[An EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.]

As discussed below, this analysis evaluates whether the approval of the proposed Project would directly, or indirectly, induce economic, population, or housing growth in the surrounding environment.

Direct Growth-Inducing Impacts in the Surrounding Environment

Direct growth-inducing impacts occur when the development of a project induces population growth or the construction of additional developments in the same area of a proposed Project and produces related growth-associated impacts. Growth-inducing projects remove physical obstacles to population growth, such as the construction of a new road into an undeveloped area, a wastewater treatment plant expansion and projects that allow new development in the service area. Construction of such infrastructure projects are considered in relation to the potential development and the potential environmental impacts.

The proposed Project would not directly induce growth as it does not involve residential development. The proposed Project site has been designated for industrial/warehousing uses as identified in the City's adopted General Plan. In addition, the proposed Project would not remove obstacles to regional growth and related development.

As stated in the Fiscal Impact Analysis (Stanley R. Hoffman & Associates, Inc., April 2021) prepared for the Project, the Project will generate approximately 111 new jobs. Of the total, approximately 86 percent, or 95 jobs, will be filled by employees residing outside the City of Rancho Cucamonga. The remaining 16 jobs will be filled by existing city residents. The Fiscal Impact Analysis estimates that there are approximately 91,000 existing jobs in the City of Rancho Cucamonga. Of the total, approximately 78,260 (86 percent) are filled by workers residing outside the City. The addition of 111 new jobs would represent a 0.12 percent increase in total employment.

Although the proposed Project site is currently undeveloped, the surrounding area is fully developed with urban land uses (i.e., warehousing and light industrial). The Project would include connections to existing utilities and installation of on-site stormwater management improvements. Utilities and streets would not need to be extended to the Project site. The addition of 111 new jobs, would not induce growth associated with the construction of new house or commercial infrastructure to support the jobs. No significant impacts related to direct growth inducement would occur.

Indirect Growth-Inducing Impacts in the Surrounding Environment

As stated, the Project would generate approximately 111 new jobs, 95 of which are projected to be filled by employees living outside the City of Rancho Cucamonga. A total of 16 jobs would be filled by existing City residents. The proposed Project would not indirectly induce growth through substantial increase in employment opportunities or an employment-related increase in

population. Construction workers for the proposed Project are expected to be part of the local/regional labor pool. It is expected that new jobs would be filled by existing residents of Rancho Cucamonga and/or surrounding communities adjacent to the proposed Project site. The proposed Project may result in negligible population growth; however, the area is primarily built out. Any new residents would be expected to occupy existing housing units or those in the planning stage. Any new residents would not represent unplanned population growth in the community or result in economic growth that exceeds levels anticipated in plans adopted by the City. Therefore, no significant impacts related to growth inducement would occur.

5.5 REFERENCES

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CHAPTER 6 ALTERNATIVES

6.1 PURPOSE OF THE PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the Project. An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the proposed Project that were considered, identifies alternatives that were eliminated from further consideration and reasons for dismissal, and analyzes available alternatives in comparison to the potential environmental impacts associated with the proposed Project.

Key elements of the alternatives analysis as specified in Section 15126.6 of the CEQA Guidelines are summarized below:

- The discussion of alternatives must focus on alternatives to the proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the proposed Project, even if these alternatives would impede to some degree the attainment of the proposed Project objectives or would be more costly.
- The No Project Alternative must be evaluated along with its impact. The No Project analysis must discuss the existing conditions at the time the NOP is published. Additionally, the analysis must discuss what would be reasonably expected to occur in the foreseeable future if the proposed Project is not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. Alternatives must be limited to those that would avoid or substantially lessen any of the significant effects of the proposed Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the proposed Project need to be considered for inclusion in the EIR.
- An EIR need not consider an alternative with potential effects that cannot be reasonably ascertained and or one in which implementation is remote and speculative.

The range of reasonable alternatives addressed herein were developed and discussed in a manner to facilitate meaningful public participation and inform decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general

plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to an alternative site.

6.2 PROJECT OBJECTIVES

As stated in Section 3.4, the following objectives have been identified for the proposed Project:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan and Municipal Code;
2. Develop a vacant and underutilized Project site;
3. Contribute to the warehousing resources in the City of Rancho Cucamonga by constructing an operating a facility this designed consistent with contemporary industry standards for operational design criteria, can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region;
4. Create employment opportunities in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment and improve the jobs to housing balance;
5. Develop a Project with an architectural design and operational characteristics that complement existing buildings in the immediate vicinity;
6. Maximize industrial warehouse buildings in proximity to an already-established industrial area, designated truck routes, and the State highway system to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses; and
7. Develop a property that has access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.

6.3 ALTERNATIVES CONSIDERED AND ELIMINATED

Section 15126.6(c) of the *CEQA Guidelines* suggests that an EIR identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the *CEQA Guidelines*, the following factors may be used to eliminate alternatives from detailed consideration: the alternative's failure to meet most of the basic Project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts.

Alternatives to the proposed Project should include those that would obtain most of the Project objectives (listed above), while reducing one or more of the significant impacts of the proposed

Project. In addition, CEQA requires that the No Project Alternative be evaluated and requires that an Alternative Site Location be considered when appropriate.

The primary objective of the Project is to contribute to the warehousing resources in the City of Rancho Cucamonga by constructing and operating a facility this designed consistent with contemporary industry standards for operational design criteria, can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. Further, the Project is intended to ensure that development of the site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan and Municipal Code.

An alternative site could meet the specific objectives of the Project; however, the applicant does not own other property within the MI/HI zone. Further, construction of a project different in scope from the proposed Project would not meet the objectives that focus on development of warehousing facilities within the City of Rancho Cucamonga.

6.4 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

In addition to the mandatory No Project Alternative, a smaller warehouse facility approximately 2/3 the size of the proposed Project was considered due to this alternative's potential to attain the basic Project objectives discussed above and lessen or avoid environmental effects, primarily GHG emissions, resulting from implementation of the proposed Project. Alternatives considered in this Draft Project EIR include:

- No Project Alternative – This alternative assumes that improvements described for the proposed Project would not be implemented.
- Reduced Footprint Alternative – Under this alternative, the Project would be reduced by approximately 2/3 the overall square footage of each component. The warehouse would be reduced to 93,389 square feet in four separate units, 5,364 square feet of mezzanine storage, 5,364 square feet of office space (i.e., divided into four separate spaces, one for each storage unit) and a 203-square foot electrical room. The total building area would be 104,320 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 73 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 three truck loading docks (i.e., 12 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. All other features of this alternative would be similar to the proposed Project.

6.4.1 No Project Alternative

According to the *CEQA Guidelines* (Section 15126.6(e)(3)(b)), the No Project Alternative is defined as the “circumstance under which the project does not proceed.” Section 15126.6(e) of the CEQA Guidelines requires analysis of a No Project alternative that (1) discusses existing site conditions at the time the NOP is prepared or the EIR is commenced, and (2) analyzes what can reasonably be expected to occur in the foreseeable future based on current plans if the proposed Project were not approved. Under the No Project Alternative, the proposed Project would not be implemented and the site would remain undeveloped. Potential impacts for the No Project Alternative are discussed below.

Air Quality

Implementation of this alternative would not create new sources of regional air emissions. There would be no impact to air quality.

Biological Resources

Since no changes to land uses are proposed under this alternative, no impacts to existing biological resources on, or surrounding, the proposed Project site would occur.

Cultural Resources

Most of the Project site has been disturbed by past dumping and remediation activities. This alternative would not include any new type of ground-disturbing activities or involve the disturbance of any previously unknown cultural resources. No impacts to cultural resources would occur.

Geology and Soils

This alternative would not include any new development on the site, new type of ground-disturbing activities, or involve removal of any paleontological resources. No impacts to geology and soil resources would occur.

Greenhouse Gas Emissions

This alternative does not include uses that would create new sources of regional air emissions and contribute to global climate change. There would be no impact to global climate change.

Hydrology and Water Quality

Stormwater on the Project site would continue to percolate into the existing soils. No impacts to existing on-site conditions related to hydrology and water quality would occur.

Hazards and Hazardous Materials

This alternative would not include any new development on the site or other ground-disturbing activities. No impacts associated with the accidental release of hazardous substances during construction and operation or with the potential for disturbing unknown hazardous materials during construction would occur.

Noise

This alternative would not introduce new land uses that would generate construction or operational noise that would increase the ambient noise levels in the surrounding area. No impacts to existing noise levels would occur.

Transportation

Under this alternative, development of the proposed Project site would not occur. The proposed Project site would remain undeveloped and traffic volumes in the surrounding area would not increase as a result of this alternative. Further, the Project would not contribute to additional vehicle miles traveled as no vehicles would access the site. This alternative would have no impacts to the existing transportation system or traffic volumes.

Tribal Cultural Resources

Most the proposed Project area has been disturbed by dumping and remediation activities. This alternative would not include any new type of ground-disturbing activity or involve any impact to previously unknown tribal cultural resources. No impacts to tribal cultural resources would occur.

Conclusion and Relationship to Project Objectives

The No Project Alternative would result in the continuation of existing conditions on the proposed Project site. This would be the environmentally superior alternative as no impacts or less than significant impacts would occur if the proposed Project site were to remain undeveloped. However, none of the Project objectives would be met.

6.4.2 Reduced Footprint Alternative

Potential impacts for the Reduced Footprint Alternative are discussed below.

Air Quality

The reduction in overall operating square footage would reduce the number of vehicles and trucks accessing the facility. Thus, daily air emissions would be lower than what has been estimated for the proposed Project. However, because proposed Project emissions would not exceed SCAQMD thresholds, it would not reduce the significance of any air quality impact associated with the Project. Consistent with the proposed Project, construction-related impacts to air quality would be less than significant.

Biological Resources

Implementation of the Reduced Footprint Alternative would reduce the overall square footage of the warehouse building but it would not change impacts to biological resources identified for the proposed Project. Implementation of Mitigation Measure BIO-1 would still be required, if needed, prior to clearing the site and removal of all vegetation. With mitigation if needed, biological resource impacts would be less than significant under both the proposed Project and Reduced Footprint alternative.

Cultural Resources

Implementation of the Reduced Footprint Alternative would require the entire site be disturbed like the proposed Project. The same mitigation measures as identified for the proposed Project would apply during construction of this alternative which would reduce impacts related to cultural resources to less than significant levels.

Geology and Soils

Under this alternative, impacts associated with potential hazards from earthquake fault rupture or strong seismic shaking would be the same as for the proposed Project. In addition to design-level geotechnical recommendations prepared for the proposed Project, design and construction of this alternative would comply with seismic safety requirements of the City's General Plan and the CBC. Compliance with these requirements would ensure that potential hazards from earthquake fault rupture or strong seismic shaking would be less than significant.

Implementation of the Reduced Footprint Alternative would disturb the same area as the proposed Project; however, the area required for excavating building footings would be smaller. The potential for disturbing undocumented paleontological resources would be slightly reduced. Overall impacts to Geology and Soils resources would be similar to the proposed Project and less than significant.

Greenhouse Gas Emissions

Under the Reduced Footprint Alternative, the number of vehicle and truck trips would be smaller than those projected for the proposed Project. Thus, the GHG emissions would be incrementally less. While the GHG emissions from this alternative would be less than the proposed Project, emissions associated with the proposed Project are projected to be less than the 10,000 MT annual threshold. Further, the proposed Project and Reduced Footprint Alternative would be consistent with the City of Rancho Cucamonga Sustainable Community Action Plan. Therefore, like the proposed Project, impacts to associated with GHG emissions would be less than significant.

Hazards and Hazardous Materials

Potential impacts associated with associated with hazards and hazardous materials would be similar to the proposed Project. The level of risk associated with the accidental release of hazardous substances during construction and operation is not considered significant because the site has been fully remediated. Because the transport and storage of hazardous materials is heavily regulated, potential effects resulting from use or transport of hazardous materials would be less than significant.

Hydrology/Water Quality

Potential impacts to hydrology/water quality would be the same as the proposed Project. On-site storm flows would be managed using a similar system to that proposed for the Project. Because the impervious area would be approximately the same with implementation of the alternative, water quality impacts would not be noticeable different than those identified for the Project. Hydrology and water quality impacts would less than significant with implementation of the alternative.

Noise

Temporary impacts related to construction noise would remain similar to the impacts identified under the proposed Project because daily construction activities would be the same as the proposed Project. The Reduced Footprint Alternative may result in fewer vehicles and trucks accessing the site. Compared to the proposed Project, the Reduced Footprint Alternative would result in fewer vehicle and truck trips; however, it is not expected to result in a noticeable change in noise levels from those proposed for the Project. Noise impacts would be less than significant for the Project as well as the proposed alternative.

Transportation

Compared to the proposed Project, the Reduced Footprint Alternative would result in fewer vehicles and truck trips. However, the proposed Project was determined to have a less than

significant impact relative to the VMT threshold. As with the proposed Project, impacts the associated with traffic operations and VMT would be less than significant.

Tribal Cultural Resources

The potential for disturbing undocumented tribal cultural resources is the same for the Reduced Footprint Alternative as the proposed Project. Therefore, the same mitigation measures would be implemented. These measures would reduce impacts related to tribal cultural resources to less than significant.

Conclusion and Relationship to Project Objectives

The Reduced Project Alternative would disturb the same area as the proposed Project; however, the overall building footprint would be smaller. This would reduce the number of vehicles and trucks accessing the Project site daily. However, while the degree of impact would be incrementally less than the proposed Project for some issue areas, the impact determination under the proposed Project would be similar to the proposed Project for all topical areas addressed in the Draft EIR.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. This would ideally be the alternative that results in fewer (or no) significant and unavoidable impacts. CEQA Guidelines Section 15126(d)(2) states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Table 6.5-1, Summary of Project Alternatives, provides a comparison of each alternative. The No Project Alternative would result in no impacts or less than significant impacts to all of the issue areas evaluated in the EIR. The Reduced Footprint Alternative would slightly reduce potential impacts relative to the proposed Project. The No Project Alternative would be the environmentally superior alternative but would not meet any of the Project objectives. The environmentally superior development alternative would be the Reduced Footprint Alternative; however, it would not result in changes to the impact determinations described herein for the proposed Project. No significant or adverse impacts would be avoided with implementation of the environmentally superior alternative.



**TABLE 6.5-1
SUMMARY OF PROJECT ALTERNATIVES**

Issue Area	Proposed Project	No Project	Reduced Footprint Alternative
Air Quality	LTS	NI	LTS
Biological Resources	LTS/M	NI	LTS/M
Cultural Resources	LTS/M	NI	LTS/M
Geology and Soils	LTS	NI	LTS
Greenhouse Gas Emissions	LTS	NI	LTS
Hazards and Hazardous Materials	LTS	NI	LTS
Hydrology/Water Quality	LTS	NI	LTS
Noise	LTS	NI	LTS
Transportation	LTS	NI	LTS
Tribal Cultural Resources	LTS/M	NI	LTS/M

NI = No Impact

LTS = Less Than Significant

LTS/M = Less Than Significant with Mitigation

S = Significant and Unavoidable



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