

CITY OF FONTANA

I-15 LOGISTICS

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2018011008

Lead Agency:

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AUGUST 2019

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1.0 Executive Summary

1.1 Project Location

The proposed I-15 Logistics Project (the Project or Proposed Project) is located in unincorporated San Bernardino County just northwest of Interstate 15 (I 15), south of Sierra Avenue, east of Lytle Creek Road, and in the northern portion of the City of Fontana's Sphere of Influence (SOI). More specifically, the Proposed Project is located at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. Regional access to the site is from I 15 via the Sierra Avenue interchange and from Interstate 210 (I 210) via the Citrus or Sierra Avenue interchanges; refer to Section 3.1.1, Project Location.

1.2 Project Summary

The Proposed Project includes the development and operation of a 1,175,720-square foot logistics facility on approximately 76 acres (Logistics Site); the realignment of a segment of Lytle Creek Road; the annexation of 152 acres (Annexation Area or Project Area), inclusive of the 76-acre Logistics Site; and the related Project components and entitlements further described in Section 3.0, Project Description.

LOGISTICS FACILITY

The Proposed Project includes the construction and operation of a 1,175,720-square-foot concrete tilt-up logistics facility on the Logistics Site. The logistics facility building would include two office spaces that would total approximately 30,000 square feet and would be located on the northeast and southeast corners of the building. The building would feature 199 dock doors. The Logistics Site would feature parking areas that would provide 309 trailer stalls, and 406 automobile stalls for employee parking. Other associated facilities and improvements would include a guard booth, landscaping, security gates, lighting, perimeter fencing/walls, and drainage facilities. Parking areas and site paving would be concrete and asphalt and would represent approximately 77 percent of the site coverage.

There would be no refrigerated uses associated with the operation of the logistics facility upon completion. It is anticipated that the logistics facility would be in operation 24 hours per day and would employ approximately 500-1,000 full-time employees depending on the tenant who utilizes the facility. Refer to **Exhibit 3.0-10, Conceptual Site Plan**, and **Exhibit 3.0-11, Elevations**.

The logistics facility would include on-site and off-site utility connections: water, sewer, storm drain facilities, electricity, and cable.

LYTLE CREEK ROAD REALIGNMENT

The Proposed Project includes the improvement of the portion of Lytle Creek Road from the western Project boundary eastward to a new intersection with Sierra Avenue; see **Exhibit 3.0 14, Proposed Circulation and Improvements**. The proposed roadway design

would include a 550-foot curve radius for a design speed of 40 miles per hour, to both suit the terrain in the Project Area and minimize the anticipated travel speeds of passenger vehicles and trucks that are expected to use Lytle Creek Road in the Project Area (Urban Crossroads 2016). In accordance with the City of Fontana Street Design Guidelines, full-width improvements would be constructed, including a 12-foot-wide travel lane and a 5-foot-wide sidewalk.

Approximately 0.7-mile of the westernmost segment of Lytle Creek Road, within the Project Area, would continue to use the existing alignment and ROW. The easternmost segment of Lytle Creek Road would be realigned in conjunction with a new Public Access Road that would serve the Logistics Facility. The new intersection of Lytle Creek Road and Sierra Avenue would be perpendicular with Sierra Avenue, rather than skewed as in the current condition, for improved circulation. The new intersection would require ROW from Southern California Edison (SCE) for a portion of property on APN 0239-092-08. A portion of the former Lytle Creek Road would be vacated but left in place for continued property access to adjacent parcels. The roadway left in place is located approximately 800 feet from Sierra Avenue and would include an approximate 600-foot portion of existing Lytle Creek Road that would be converted into a cul-de-sac. The now-existing Lytle Creek Road and Sierra Avenue intersection would be converted into a driveway for the existing business located on the adjacent parcel.

The Proposed Project would also construct a new traffic signal at the intersection of Sierra Avenue and Lytle Creek Road with the proposed realignment. A traffic signal was determined to be warranted in the *Lytle Creek Road Alignment Study* (dated May 31, 2016) and therefore, a signal is proposed as part of the road realignment.

The Proposed Project includes an amendment to the City's General Plan Circulation Element to reflect the road realignment and reclassification. Refer to **Exhibit 3.0-15, City of Fontana Circulation Master Plan Map**, for an illustration of the existing General Plan Circulation Map.

ANNEXATION AREA

Under the Proposed Project, the 152-acre Project Area would be annexed to the City of Fontana and developed under the jurisdiction of Fontana pursuant to its General Plan, zoning, and development standards. The City's SOI, as shown in the City's General Plan, includes most but not all of the Project Area, with the exception of approximately 2.14 acres, located north of the Lytle Creek Road as shown in **Exhibit 3.0-4, Sphere of Influence and Annexation Area**. To annex these parcels into the City, an expansion of the City's SOI is proposed to add these parcels into the Project Area.

The Annexation Area is proposed to include 21 parcels—inclusive of the Logistics Site, as well as portions of the road ROW for Lytle Creek Road, Sierra Avenue, and I 15; refer to **Exhibit 3.0 5, Project Parcels**. The parcels within the Annexation Area have been pre-zoned and pre-designated, consistent with City of Fontana General Plan land use designations and zoning with the exception of the 2.14 acres of land not currently in the City's SOI. Refer to **Table 3.0-1, Project Parcel Numbers and Pre- Designated Zoning**

and Land Use and to **Exhibit 3.0-6a, Existing Pre-Zoning Designations** and **Exhibit 3.0-6b, Existing Pre-Designated Land Use Designations**. The table below shows the parcel numbers and associated acreages categorized by the proposed pre-zoning designations. Each zoning and land use designation is described in **Table 3.0-3, City of Fontana Zoning and Land Use Designation Descriptions**.

1.3 Project Objectives

Pursuant to Section 15124(b) of the CEQA Guidelines, the EIR project description must include “[a] statement of objectives sought by the proposed project....The statement of objectives should include the underlying purpose of the project.” The goals and objectives established for the Project are as follows:

- **Objective 1:** Implement the City of Fontana’s desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment.
- **Objective 2:** Improve area circulation via the realignment of Lytle Creek Road.
- **Objective 3:** Facilitate goods movement for the benefit of local and regional economic growth.
- **Objective 4:** Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
- **Objective 6:** Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.
- **Objective 7:** Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City.

1.4 Environmental Issues/Mitigation Summary

The following summarizes the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 4.0 of this EIR. Refer to the appropriate EIR Section for detailed information.

Impact	Mitigation Measure	Level of Significance After Mitigation
<i>Aesthetics and Visual Resources</i>		
Would the Project have a substantial adverse effect on a scenic vista?	None required.	Less Than Significant Impact.
Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None required.	No Impact.
In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	None required.	Less Than Significant Impact.
Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project create a cumulative impact to aesthetic and visual resources?	None required.	Less Than Significant Impact.
<i>Air Quality</i>		
Would the Project conflict with or obstruct implementation of the applicable air quality	Refer to Mitigation Measures AQ-1 through AQ-4 below.	Significant and Unavoidable Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
plan?		
<p>Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p>AQ-1 The construction contractor will use the following dust suppression measures from the SCAQMD CEQA Air Quality Handbook to reduce the Project's emissions:</p> <ul style="list-style-type: none"> • Suspend all excavating and grading operations when wind speeds exceed 25 mph. • Sweep all streets once per day if visible soil materials are carried to adjacent streets. • Install "shaker plates" prior to construction activity where vehicles enter and exit unpaved roads, or wash trucks and equipment prior to their leaving the site. • Water all active portions of the construction site every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust. <p>AQ-2 All Logistics Facility truck access gates and loading docks within the Logistics Facility shall have a sign posted that states:</p> <ul style="list-style-type: none"> • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after 5 minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking break is engaged. • Telephone numbers of the building facilities manager and CARB to report violations. <p>AQ-3 The Project applicant shall make all Logistics Facility tenants aware of funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program and other similar funding opportunities, by providing applicable literature on such</p>	<p>Significant and Unavoidable Impact.</p>

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>funding opportunities as available from the California Air Resources Board.</p> <p>AQ-4 The Logistics Facility site plan design shall provide a minimum of two on-site electric vehicle charging stations for employees and guests.</p>	
Would the Project expose sensitive receptors to substantial pollutant concentrations?	None required.	Less Than Significant Impact.
Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project create a cumulative air quality impact?	Refer to Mitigation Measures AQ-1 through AQ-4.	Significant and Unavoidable Impact.
Biological Resources		
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 United States Fish and Wildlife Service?	<p>BIO-1 Prior to construction, a qualified biologist shall flag all Southern California black walnut (<i>Juglans californica</i>) individuals located within the Project footprint for avoidance. If avoidance of the Southern California black walnuts is not feasible, a tree removal permit shall be obtained from the City in compliance with the City of Fontana Municipal Code Chapter 28, Article III.</p> <p>BIO-2 Prior to approval of grading permits, a qualified biologist shall conduct a protocol-level floristic survey of the proposed development area for the Plummer's mariposa lily (<i>Calochortus plummerae</i>) within the appropriate blooming period. If Plummer's mariposa lily is found during the surveys within the proposed development area, a qualified biologist shall establish clearly demarcated avoidance zones around the plant species. If the plant populations cannot be avoided, the Project Applicant shall hire a qualified biologist to prepare a seed collection and replanting plan to reduce impacts to the identified special-status plant populations. The replanting plan must identify potential replanting area(s) sufficient to support</p>	Less Than Significant Impact with Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>the number of plants impacted by the proposed Project. The floristic survey report, seed collection, and replanting plan, and evidence of compliance with provisions of the replanting plan shall be reviewed and approved by the City of Fontana Planning Division prior to the commencement of ground disturbing activities.</p> <p>BIO-3 A biological monitor shall be present on-site during all ground-disturbing activities to monitor construction activities and limits to ensure that special-status wildlife species with high to moderate potential to occur on-site (i.e., loggerhead shrike [<i>Lanius ludovicianus</i>], Cooper's hawk [<i>Accipiter cooperii</i>], northern harrier [<i>Circus cyaneus</i>], San Diego black-tailed jackrabbit [<i>Lepus californicus bennettii</i>], California glossy snake [<i>Arizona elegans occidentalis</i>], coastal whiptail [<i>Aspidoscelis tigris stejnegeri</i>], and coast horned lizard [<i>Phrynosoma blainvillii</i>]) and that are observed on-site are not adversely affected, , at the discretion of the biological monitor, by construction activities. The biological monitor shall have the authority to halt construction activities should any special-status wildlife species be observed on-site until the species has left the active construction areas.</p> <p>BIO-4 Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season. The nesting season generally extends from early February through August, but it can vary slightly from year to year based on seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a preconstruction clearance survey for nesting birds shall be conducted within 30 days of the start of any vegetation removal or ground-disturbing activities to ensure no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>report indicating that no impacts to active avian nests will occur.</p> <p>If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer is expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.</p> <p>As part of the nesting bird clearance survey, a preconstruction burrowing owl clearance survey shall be conducted within 30 days of the start of ground-disturbing activities to ensure burrowing owl remain absent from the Project Area.</p>	
<p>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 Wildlife or US Fish and Wildlife Service?</p>	<p>BIO-5 Pursuant to the City of Fontana’s tiered mitigation program for the North Fontana Conservation Program (NFCP), the Project shall mitigate impacts to Suitable Habitat, Restorable Riversidean Alluvial Fan Sage Scrub (RAFSS) Habitat, and Unsuitable Habitat through either one of two options:</p> <p>1) Mitigation Fee Payment. Based on Table 4.3-2, North Fontana Conservation Program Mitigation Cost, the Project Applicant shall pay a mitigation fee payment of \$208,210.95 for the loss of Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat on-site, as defined in the NFCP. Prior to the issuance of grading permits for any portion of the Project site within the boundaries of the NFCP, the Project Applicant shall submit to the City of Fontana Planning Division for review and approval, evidence</p>	<p>Less Than Significant Impact with Mitigation Incorporated.</p>

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>that required fees have been paid.</p> <p>2) Conservation Easement/Mitigation Bank Credits. The Project Applicant shall either dedicate to a certified third-party land trust a permanent conservation easement for like habitat or purchase mitigation credits in a California Department of Fish and Wildlife (CDFW)-approved mitigation bank at a ratio of a minimum of 1:1. Proof of mitigation shall be provided to the City of Fontana Planning Division prior to the commencement of any ground disturbance activities.</p>	
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?	BIO-6 Prior to issuance of any grading permits for permanent impacts in jurisdictional features, the Project Applicant shall provide to the City of Fontana Planning Division documentation from the USACE, RWQCB and CDFW of the lack of federal and state jurisdictional waters on the Project site, or documentation that a Federal Clean Water Act Section 404 permit, a Report of Waste Discharge certification from the Regional Water Quality Control Board (RWQCB); and/or 32 a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife (CDFW) have been obtained. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by each regulatory agency during the review of any required permit.	Less Than Significant Impact with Mitigation Incorporated.
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?	None required.	Less Than Significant Impact.
Would the Project conflict with any local	Refer to Mitigation Measure BIO-1.	Less Than Significant Impact with Mitigation

Impact	Mitigation Measure	Level of Significance After Mitigation
policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		Incorporated.
Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to biological resources?	Refer to Mitigation Measures BIO-1 through BIO-6.	Less Than Significant Impact with Mitigation Incorporated.
<i>Cultural Resources</i>		
Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	CR-1 Data Collection. Prior to any Project-related impacts, Historic American Building Survey (HABS) style photographic documentation shall be prepared for the historic stone house at 4055 Lytle Creek Road. While the photographs will meet HABS standards, only local curation (and no federal curation or involvement) will be necessary. The photographic documentation shall be provided to the City (and any required local repositories) for curation.	Significant and Unavoidable Impact.
Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	CR-2 An archaeological monitor with at least 3 years of regional experience in archaeology and tribal monitors representing the consulting tribes (San Manuel Band of Mission Indians) shall be present for all ground-disturbing activities below 2 feet that occurs within the Proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.]). A Monitoring Plan shall be created prior to any and all	Less Than Significant Impact with Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>ground-disturbing activity in consultation with the consulting tribes and agreed to by all parties. The Monitoring Plan shall include details regarding the monitoring process, as well as the Treatment and Disposition Plan described in Mitigation Measure CR 3. A sufficient number of archaeological and tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage.</p> <p>CR-3 A Treatment and Disposition Plan (TDP) shall be established, prior to the commencement of any and all ground-disturbing activities for the Project, including any archaeological testing. The TDP will provide details regarding the process for the in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California Health and Safety Code Section 7050.5. The subsequent disposition of those discoveries shall be decided by the most likely descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.</p>	
Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Refer to Mitigation Measure CR-3.	Less Than Significant Impact with Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to cultural resources?	Refer to Mitigation Measures CR-2 and CR-3.	Significant and Unavoidable Impacts.
Energy		
Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary	None required.	Less Than Significant Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
consumption of energy resources, during Project construction or operation?		
Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts related to energy?	None required.	Less Than Significant Impact.
<i>Geology and Soils</i>		
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. Refer to Division of Mines and Geology Special Publication 42?	<p>GEO-1 All Project structures shall be constructed pursuant to the most current CBC seismic building design and construction standards, as determined by the City as part of the grading plan and building permit review process.</p> <p>GEO-2 The Project shall comply with the established no-build setback zone depicted in the Geotechnical Investigation (CHJ Consultants, 2014), and all grading operations, including site clearing and stripping, shall be observed by an onsite representative of the Project's geotechnical engineer. All final plans shall be reviewed by the City of Fontana's Building and Safety Division to verify that the Geotechnical Investigation's no-build setback zone have been incorporated, as necessary.</p> <p>GEO-3 The Project shall adhere to the construction recommendations provided in the Geotechnical Investigation (CHJ Consultants, 2014), as described below. The City shall verify compliance during the permitting process.</p> <ul style="list-style-type: none"> Initial Site Preparation: <p>All areas to be graded shall be stripped of significant vegetation and other deleterious materials. These materials should be removed from the site for</p>	Less Than Significant Impact with Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>disposal.</p> <ul style="list-style-type: none"> Minimum Mandatory Removal and Recomposition of Existing Soils: <p>All areas to be graded shall have at least the upper 24 inches of existing materials removed. The open excavation bottoms thus created shall be observed by the Project engineering geologist to verify and document that suitable, non-compressible native sediments are exposed prior to moisture conditioning, compaction and refilling with properly tested and documented compacted fill. Deeper removals may be necessary, depending on the conditions encountered, as well as proposed footing depths and pad elevations.</p> <p>Cavities created by removal of subsurface obstructions, such as structures and tree root stocks, shall be thoroughly cleaned of loose soil, organic matter and other deleterious materials, and shaped to provide access for construction equipment and backfilled as recommended for site fill.</p> <ul style="list-style-type: none"> Preparation of Fill Areas: <p>Prior to placing fill and after the subexcavation bottom has been observed and approved by the Project engineering geologist, the surfaces of all areas to receive fill shall be moisture conditioned to a depth of approximately 12 inches. The moisture conditioned soils shall be brought to near optimum moisture content and compacted to a relative compaction of at least 90 percent in accordance with ASTM D1557. It is anticipated that scarification of the underlying soils may result in dislodging oversized material, requiring additional handling. As such, a suitable alternative to the scarification of the underlying soils would be to moisture condition the soils, allowing sufficient time for the moisture to penetrate to a depth of 12 inches or more prior to compaction. Verification of the</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>moisture penetration depth shall be required if this alternative method is utilized.</p> <ul style="list-style-type: none"> • Oversized Material: It is anticipated that quantities of oversized material (boulders larger than 12 inches in greatest dimension) requiring special handling for disposal may be encountered during the grading operation. While site-specific recommendations may be developed during grading plan preparation or in the field during construction, the following general methods for disposing of oversized rock onsite are recommended: <ul style="list-style-type: none"> ○ Rocks between approximately 12 and 24 inches in size may be placed in areas of fill at a depth greater than approximately 10 feet below finish grade with the approval of the building official. ○ The oversized rock should be placed in windrows and adequately spaced to prevent nesting. Then, sandy matrix material should be flooded in between the rock to fill any void spaces. Continuous observation of the rock placement and flooding operation shall be conducted by the geotechnical engineer. ○ If rock disposal areas are considered necessary, oversized rock can be disposed of within designated areas that should be indicated on the grading plans. Rock disposal areas shall be evaluated by the geotechnical engineer for suitability. ○ Oversized rock can also be crushed and exported off site or used in landscaping. Use of the oversize rock and appropriate maximum size of the oversize rock shall be referred to the landscape architect. • Preparation of Footing Areas: 	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>All footings shall rest upon at least 24 inches of properly compacted fill material. In areas where the required thickness of compacted fill is not accomplished by the mandatory subexcavation operation and by site rough grading, the footing areas shall be subexcavated to a depth of at least 24 inches below the proposed footing base grade. The subexcavation shall extend horizontally beyond the footing lines a minimum distance of 5 feet where possible. The bottoms of these excavations shall then be moisture conditioned to a depth of at least 12 inches, brought to near optimum moisture content and recompact to at least 90 percent relative compaction in accordance with ASTM D1557 prior to refilling the excavation to grade as properly compacted fill.</p> <ul style="list-style-type: none"> • Compacted Fills: <p>The onsite soil shall provide adequate quality fill material, provided it is free from roots, other organic matter, deleterious and oversized materials. Unless approved by the geotechnical engineer, rock or similar irreducible material with a maximum dimension greater than 12 inches shall not be buried or placed in fills except as noted in the above "Oversized Material" recommendations.</p> <p>Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than 6 inches in maximum dimension. The contractor shall notify the geotechnical engineer of import sources sufficiently ahead of their use so that the sources can be observed and approved as to the physical characteristic of the import material. For all import material, the contractor shall also submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current (ACI) criteria and is</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>not corrosive to ferrous metal and copper. In addition, a report shall be submitted addressing environmental aspects of any proposed import material. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job. If imported fill is to be utilized in structural areas, it shall meet the same strength requirement that was utilized to design the structure.</p> <p>Fill material shall be spread in near-horizontal layers, approximately 12 inches in thickness. Thicker lifts may be approved by the geotechnical engineer if testing indicates that the grading procedures are adequate to achieve the required compaction. Each lift shall be spread evenly, thoroughly mixed during spreading to attain uniformity of the material and moisture in each layer, brought to near optimum moisture content, and compacted to a minimum relative compaction of 90 percent in accordance with ASTM D 1557.</p> <p>Based upon the estimated relative compaction of the native soils encountered during the Geotechnical Investigation conducted for the Project, and the relative compaction anticipated for compacted fill soils, a compaction shrinkage of approximately 0 to 5 percent is estimated. Therefore, 1.00 cubic yards to 1.05 cubic yards of in- place soil material would be necessary to yield 1 cubic yard of properly compacted fill material. In addition, subsidence of approximately 0.1 foot is anticipated. These values are exclusive of losses due to stripping, tree removal or the removal of other subsurface obstructions, if encountered, and may vary due to differing conditions within the Project boundaries and the limitations of the Geotechnical Investigation. Shrinkage due to oversize material losses are estimated at 5 percent for material over 12 inches in diameter and less than 1 percent for material</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>over 24 inches in diameter. These values are estimates only and final grades shall be adjusted, and/or contingency plans to import or export material shall be made to accommodate possible variations in actual quantities during site grading.</p> <ul style="list-style-type: none"> • Expansive Soils: <p>Since all soil materials encountered during the Geotechnical Investigation were granular and considered to be non- critically expansive, specialized construction procedures to specifically resist expansive soil forces are not anticipated at this time. Additional evaluation of soils for expansion potential shall be conducted by the Project geotechnical engineer during the grading operation.</p> <ul style="list-style-type: none"> • Foundation Design: <p>If the Project site is prepared as recommended, the proposed structures may be safely founded on conventional spread foundations, either individual spread footings and/or continuous wall footings with slabs-on-grade, bearing on a minimum of 24 inches of compacted fill. Footings shall be a minimum of 12 inches wide and be established at a minimum depth of 12 inches below lowest adjacent final subgrade level. For the minimum width and depth, footings may be designed for a maximum safe soil bearing pressure of 2,500 pounds per square foot (psf) for dead plus live loads. This allowable bearing pressure may be increased by 400 psf for each additional foot of width and by 1,000 psf for each additional foot of depth, to a maximum safe soil bearing pressure of 5,000 psf for dead plus live loads. These bearing values may be increased by one-third for wind or seismic loading.</p> <p>For footings thus designed and constructed, a maximum settlement of less than 1 inch is anticipated. Differential settlement between similarly loaded</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>adjacent footings is expected to be approximately one-half the total settlement.</p> <ul style="list-style-type: none"> • Lateral Loading: <p>Resistance to lateral loads shall be provided by passive earth pressure and base friction. For footings bearing against compacted fill, passive earth pressure may be considered to be developed at a rate of 420 psf per foot of depth. Base friction may be computed at 0.39 times the normal load. Base friction and passive earth pressure may be combined without reduction.</p> <p>For preliminary retaining wall or shoring design purposes, a lateral active earth pressure developed at a rate of 40 psf per foot of depth shall be utilized for unrestrained conditions. For restrained conditions, an at-rest earth pressure of 65 psf per foot of depth shall be utilized. The "at-rest" condition applies toward braced walls which are not free to tilt. The "active" condition applies toward unrestrained cantilevered walls where wall movement is anticipated. The structural designer shall use judgment in determining the wall fixity and may utilize values interpolated between the "at-rest" and "active" conditions where appropriate. These values are applicable only to level, properly drained backfill with no additional surcharge loadings and do not include a factor of safety other than conservative modeling of the soil strength parameters. If inclined backfills are proposed, the Project geotechnical engineer shall be contacted to develop appropriate active earth pressure parameters. If import material is to be utilized for backfill, the Project geotechnical engineer shall verify the backfill has equivalent or superior strength values.</p> <p>These values shall be verified prior to Project construction when the backfill materials and conditions have been determined and are applicable</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>only to properly drained backfills with no additional surcharge loadings. Toe bearing pressure for walls on soils not bearing against compacted fill, as recommended earlier under "Preparation of Footing Areas", shall not exceed CBC values.</p> <p>Backfill behind retaining walls shall consist of a soil of sufficient granularity that the backfill will properly drain. The granular soil shall be classified per the USCS as SW, SP, SW-SM, SP-SM, GW or GP and shall meet the requirements of section 300-3.5.1 of the "Greenbook". Surface drainage shall be provided to prevent ponding of water behind walls. A drainage system shall be installed behind all retaining walls consisting of either of the following:</p> <ul style="list-style-type: none"> ○ A 4-inch-diameter perforated PVC (Schedule 40) pipe or equivalent at the base of the stem encased in 2 cubic feet of granular drain material per lineal foot of pipe; or ○ Synthetic drains such as Enkadrain, Miradrain, Hydraway 300 or equivalent. <p>Perforations in the PVC pipe shall be 3/8 inch in diameter. Granular drain material shall be wrapped with filter cloth to prevent clogging of the drains with fines. The wall shall be waterproofed to prevent nuisance seepage and include an approved drain.</p> <p>Suitable quantities of onsite soil shall be available for retaining wall backfill after screening the material to remove cobbles and boulders greater than 4 inches in diameter. Foundation concrete shall be placed in neat excavations with vertical sides, or the concrete shall be formed and the excavations properly backfilled as recommended for site fill.</p> <ul style="list-style-type: none"> • Trench Excavation: <p>Native materials are classified as a Type "C" soil in</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>accordance with the CAL/OSHA (2013) excavation standards. All trench excavation shall be performed in accordance with CAL/OSHA excavation standards. Temporary excavations in native material shall not be inclined steeper than 1-1/2 (h):1(v) for a maximum trench depth of 20 feet. For trench excavations deeper than 20 feet, the Project geotechnical engineer shall be consulted.</p> <ul style="list-style-type: none"> • Pipe Bedding and Backfills: <p>Pipe Bedding</p> <p>Pipe bedding material shall meet and be placed according to the "Greenbook" or other project specifications, and shall be uniform, free-draining granular material with a sand equivalent (SE) of at least 30. Sand equivalent testing of onsite material indicates an SE value of less than 30 for near-surface soils. Suitable material from deeper soils may be available after screening.</p> <p>Backfill</p> <p>Backfill shall be compacted following the recommendations in the "Compacted Fills" discussed above. Soils required to be compacted to at least 95 percent relative compaction, such as street subgrade and finish grade, shall be moisture treated to near optimum moisture content not exceeding 2 percent above optimum. To avoid pumping, backfill material shall be mixed and moisture treated outside of the excavation prior to lift placement in the trench. A lean sand/cement slurry shall be considered to fill any cavities, such as void areas created by caving or undermining of soils beneath existing improvements or pavement to remain, or any other areas that would be difficult to properly backfill, if encountered.</p> <ul style="list-style-type: none"> • Slabs-On-Grade: 	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>To provide adequate support, concrete slabs-on-grade shall bear on a minimum of 24 inches of compacted soil and be a minimum of 4 inches in thickness. The soil shall be compacted to 90 percent relative compaction. The final pad surfaces shall be rolled to provide smooth, dense surfaces.</p> <p>Slabs to receive moisture-sensitive coverings shall be provided with a moisture vapor retarder. It is recommended that a vapor retarder be designed and constructed according to the American Concrete Institute (ACI) 302.1R, "Guide for Concrete Floor and Slab Construction", which addresses moisture vapor retarder construction. At a minimum, the vapor retarder shall comply with ASTM E1745 and have a nominal thickness of at least 10 mils. The vapor retarder shall be properly sealed per the manufacturer's recommendations and protected from punctures and other damage. One inch of sand under the vapor retarder may assist in reducing punctures.</p> <p>Concrete building slabs subjected to heavy loads, such as materials storage and/or forklift traffic, shall be designed by a registered civil engineer competent in concrete design. A modulus of vertical subgrade reaction of 250 pounds per cubic inch can be utilized in the design of slabs-on- grade for the proposed project.</p> <ul style="list-style-type: none"> • Preliminary Flexible Pavement Design: <p>The following recommended structural sections were calculated based on traffic indices (TIs) provided in the Caltrans "Highway Design Manual for Safety Roadside Rest Areas" (Caltrans, 2012). Based upon preliminary sampling and testing, the structural sections tabulated below will provide satisfactory HMA pavement. The R-value of the most representative material was used in the analysis. As per the Caltrans Highway Design</p>	

Impact	Mitigation Measure	Level of Significance After Mitigation																				
	<p>Manual, Section 614.3, a design subgrade maximum R-value of 50 for the soil was utilized in performing the pavement section calculations.</p> <table><tr><th>Usage</th><th>TI</th><th>R-Value</th><th>Recommended Structural Section</th></tr><tr><td>Auto Parking Areas</td><td>5.0</td><td>50</td><td>0.25' HMA/0.35' Class 2 AB</td></tr><tr><td>Auto Road</td><td>5.5</td><td>50</td><td>0.25' HMA/0.35' Class 2 AB</td></tr><tr><td>Truck Parking Areas</td><td>6.0</td><td>50</td><td>0.30' HMA/0.35' Class 2 AB</td></tr><tr><td>Truck Lanes and Roads</td><td>8.0</td><td>50</td><td>0.40' HMA/0.45' Class 2 AB</td></tr></table> <p>AB = Aggregate Base</p> <p>The above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils and all aggregate base (AB) material brought to a minimum relative compaction of 95 percent in accordance with ASTM D1557 prior to paving. The AB shall meet Caltrans requirements for Class 2 base. The above pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.</p>	Usage	TI	R-Value	Recommended Structural Section	Auto Parking Areas	5.0	50	0.25' HMA/0.35' Class 2 AB	Auto Road	5.5	50	0.25' HMA/0.35' Class 2 AB	Truck Parking Areas	6.0	50	0.30' HMA/0.35' Class 2 AB	Truck Lanes and Roads	8.0	50	0.40' HMA/0.45' Class 2 AB	
Usage	TI	R-Value	Recommended Structural Section																			
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Impact	Mitigation Measure	Level of Significance After Mitigation										
	<div><div><ul style="list-style-type: none">• Preliminary Rigid Pavement Design: Based upon an R-value of 65, a modulus of subgrade reaction of approximately 200 pounds per square inch per inch (k) was utilized. The following PCC pavement designs are recommended, and are based upon the American Concrete Institute (ACI) Guide for Design and Construction of Concrete Parking Lots (ACI 330R-08).</div><table><tr><th>Design Area</th><th>Recommended Section</th></tr><tr><td>Car Parking and Access Lanes Average Daily Truck Traffic = 1 (Category A)</td><td>4.0" PCC/Compacted Soil</td></tr><tr><td>Truck Parking and Interior Lane Areas Average Daily Truck Traffic = 25 (Category B)</td><td>5.5" PCC/Compacted Soil</td></tr><tr><td>Truck Interior and Exterior Lanes Average Daily Truck Traffic = 300 (Category C)</td><td>6.5" PCC/Compacted Soil</td></tr><tr><td>Truck Interior and Exterior Lanes Average Daily Truck Traffic =</td><td>7.0" PCC/Compacted Soil</td></tr></table></div>	Design Area	Recommended Section	Car Parking and Access Lanes Average Daily Truck Traffic = 1 (Category A)	4.0" PCC/Compacted Soil	Truck Parking and Interior Lane Areas Average Daily Truck Traffic = 25 (Category B)	5.5" PCC/Compacted Soil	Truck Interior and Exterior Lanes Average Daily Truck Traffic = 300 (Category C)	6.5" PCC/Compacted Soil	Truck Interior and Exterior Lanes Average Daily Truck Traffic =	7.0" PCC/Compacted Soil	
Design Area	Recommended Section											
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Impact	Mitigation Measure	Level of Significance After Mitigation		
	<table><tr><td>700 (Category D)</td><td></td></tr></table> <p>The above recommended concrete sections are based on a design life of 20 years, with integral curbs or thickened edges. In addition, the above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils brought to a uniform relative compaction of 95 percent (ASTM D1557).</p> <p>Slab edges that would be subject to vehicle loading shall be thickened at least 2 inches at the outside edge and tapered to 36 inches back from the edge. Typical details are given in the ACI "Guide for Design and Construction of Concrete Parking Lots" (ACI 330R-08). Alternatively, slab edges subject to vehicle loading shall be designed with dowels or other load transfer mechanism. Thickened edges or dowels are not necessary where new pavement will abut areas of curb and gutter, buildings, or other structures preventing through-vehicle traffic and associated traffic loads.</p> <p>The concrete sections may be placed directly over a compacted subgrade prepared as described above. The concrete to be utilized for the concrete pavement shall have a minimum modulus of rupture of 550 pounds per square inch. Contraction joints shall be sawcut in the pavement at maximum spacing of 30 times the thickness of the slab, up to a maximum of 15 feet. Sawcutting in the pavement shall be performed within 12 hours of concrete placement (or preferably sooner) and sawcut depths shall be equal to approximately one-quarter of the slab thickness for conventional saws or 1 inch when early-entry saws are utilized on slabs 9 inches thick or less. The use of plastic strips for formation of jointing is not recommended. The use of expansion joints is not recommended, except</p>	700 (Category D)		
700 (Category D)				

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>where the pavement would adjoin structures. Construction joints shall be constructed such that adjacent sections butt directly against each other and are keyed into each other or the joints are properly doweled with smooth dowels. Distributed steel reinforcement (welded wire fabric) is not necessary, nor would any decrease in section thickness result from its inclusion.</p> <p>These pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.</p>	
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Refer to Mitigation Measures GEO-1 through GEO-3	Less Than Significant Impact with Mitigation.
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	None required.	Less Than Significant Impact.
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	Refer to Mitigation Measures GEO-1 through GEO-3	Less Than Significant Impact with Mitigation.
Would the Project result in substantial soil erosion or the loss of topsoil?	GEO-4 The potential for erosion shall be mitigated by proper drainage design. Water shall not be allowed to flow over graded areas or natural areas so as to cause erosion. Graded areas shall be planted or otherwise protected from erosion by wind or water.	Less Than Significant Impact with Mitigation.

Impact	Mitigation Measure	Level of Significance After Mitigation
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?	None required.	Less Than Significant Impact.
Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	None required.	Less Than Significant Impact.
Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<p>GEO-5 Monitoring. Any excavations in the finer-grained sedimentary deposits on the Project Area shall be monitored closely by a qualified paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, to quickly and professionally recover any fossil remains while not impeding development.</p> <p>GEO-6 Prior to any excavation in the finer-grained sedimentary deposits on the Project Area, sediment samples shall be collected by a qualified paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, from the finer-grained deposits on the Project Area and processed to determine their fossil potential. If subsurface fossils are discovered during earth-moving activities associated with the Proposed Project, a qualified paleontologist or qualified designee shall divert these activities temporarily around the fossil site until the remains have been recovered, a rock sample has then been collected to process to allow for the recovery of smaller fossil remains, if warranted, and construction has been allowed to proceed through the site by a qualified paleontologist or qualified designee. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-</p>	Less Than Significant Impact With Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
	moving activities, these activities shall be stopped, and a qualified paleontologist or qualified designee shall be called to the site immediately to recover the remains. Any fossils collected shall be placed in an accredited scientific institution for the benefit of current and future generations.	
Cumulative Impacts: Would the Project result in cumulative impacts to geology and soils?	Refer to Mitigation Measures GEO-1 through GEO-6	Less Than Significant Impact with Mitigation Incorporated.
<i>Greenhouse Gas Emissions</i>		
Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<p>GHG-1 Prior to issuance of a Certificate of Occupancy, the tenant shall submit an Operations Plan to the City of Fontana Community Development Director detailing the following GHG reduction measures/programs that shall be applied during Project operations:</p> <ul style="list-style-type: none"> • Ride-Sharing Programs. The tenant shall administer a ride-sharing program to reduce daily vehicle trips and vehicle miles traveled (VMT) and provide information to employees on ride share programs to reduce mobile GHG emissions. The tenant shall promote ride-sharing programs through a multi-faceted approach such as: <ul style="list-style-type: none"> ○ Designating a certain percentage of parking spaces for ride-sharing vehicles; ○ Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and ○ Providing a web site or message board for coordinating rides. • Public Transit Incentive Program. The tenant shall provide subsidized/discounted daily or monthly public transit passes for employees to reduce daily vehicle trips and VMT. The tenant may also provide 	Significant and Unavoidable Impact

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>free transfers between all shuttles and transit to participants.</p> <ul style="list-style-type: none"> • Preferential Parking Permit Program. The tenant shall provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of free or reduced parking fees, priority parking, or reserved parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project shall provide wide parking spaces to accommodate vanpool vehicles. 	
Would the Project conflict with conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to Mitigation Measure GHG-1	Significant and Unavoidable Impact
Cumulative Impacts: Would the Project result in cumulatively significant greenhouse gases emissions?	Refer to Mitigation Measure GHG-1	Significant and Unavoidable Impact
<i>Hazards and Hazardous Materials</i>		
Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	None required.	Less Than Significant Impact.
Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	HAZ-1 Prior to any renovation or demolition or building permit approval, an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector shall conduct an asbestos survey to determine the presence or absence of asbestos containing-materials (ACMs). If the asbestos survey reveals ACMs, asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality	Less Than Significant Impact with Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>Management District (SCAQMD) Rule 1403 prior to any activities that would disturb ACMs or create an airborne asbestos hazard.</p> <p>HAZ-2 If paint is to be chemically or physically separated from building materials during structure demolition, the paint shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified lead specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.</p>	
Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to hazards and hazardous materials?	Refer to Mitigation Measures HAZ-1 and HAZ-2.	Less Than Significant Impact with Mitigation Incorporated.
<i>Hydrology and Water Quality</i>		
Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	None required.	Less Than Significant Impact.
Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the	None required.	Less Than Significant Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
project may impede sustainable groundwater management of the basin?		
Would the Project result in substantial erosion or siltation on- or offsite?	None required.	Less Than Significant Impact.
Would the Project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	None required.	Less Than Significant Impact.
Would the Project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	None required.	Less Than Significant Impact.
Would the Project impede or redirect flood flows?	None required.	Less Than Significant Impact.
Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to hydrology and water quality?	None required.	Less Than Significant Impact.
<i>Land Use and Planning</i>		
Would the Project physically divide an established community?	None required.	Less Than Significant Impact.
Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Refer to Mitigation Measure BIO-1.	Less Than Significant Impact with Mitigation Incorporated.

Impact	Mitigation Measure	Level of Significance After Mitigation
Cumulative Impacts: Would the Project result in cumulative impacts to land use and planning.	Refer to Mitigation Measure BIO-1.	Less Than Significant Impact with Mitigation Incorporated.
Noise		
Would the Project generate 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?	None required.	Less Than Significant Impact.
Would the Project generate excessive groundborne vibration or groundborne noise levels?	None required.	Less Than Significant Impact.
Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	None required.	Less Than Significant Impact.
Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	None required.	Less Than Significant Impact.
Would the Project be 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 expose people residing or working in the Project area to excessive noise levels?	None required.	Less Than Significant Impact.
Would the Project be located in the vicinity of a private airstrip and would not expose people residing or working in the Project area to excessive noise levels?	None required.	Less Than Significant Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
Cumulative Impacts: Would the Project result in cumulative noise impacts?	None required.	Less Than Significant Impact.
<i>Public Services and Recreation</i>		
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:		
Fire protection?	None required.	Less Than Significant Impact.
Police protection?	None required.	Less Than Significant Impact.
Schools?	None required.	Less Than Significant Impact.
Parks?	None required.	Less Than Significant Impact.
Other public facilities?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to public services and recreation?	None required.	Less Than Significant Impact.
<i>Transportation</i>		
Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.?	<p>TR-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the Project applicant shall prepare a Construction Traffic Management Plan (TMP) to be submitted for review and approval by the City Engineer. The TMP shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project site, traffic controls and detours, and proposed construction phasing plan for the Project. • Specify the hours during which transport activities 	Significant and Unavoidable Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>can occur and methods to mitigate construction-related impacts to adjacent streets.</p> <ul style="list-style-type: none"> • Require the Project applicant to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The applicant shall clean adjacent streets, as directed by the City of Fontana Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be subject to the requirements of the City of Fontana Public Works Department and/or the County of San Bernardino. • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. • Should the Project utilize State facilities for hauling of construction materials, the Construction Management Plan shall be submitted to the California Department of Transportation (Caltrans) for review and comment. • Should Project construction activities require temporary vehicle lane, bicycle lane, and/or sidewalk closures, the applicant shall coordinate with the City Engineer regarding timing and duration of proposed temporary lane and/or 	

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.</p> <p>The TMP shall be monitored for effectiveness and be modified in conjunction with the City Engineer if needed to improve safety and/or efficiency.</p>	
Would the Project with a program, plan, ordinance, or policy addressing the circulation system related to transit, bicycle, or pedestrian facilities?	None required.	Less Than Significant Impact.
Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	No feasible mitigation measures are available.	Significant and Unavoidable Impacts.
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)?	None required.	Less Than Significant Impact.
Would the Project result in inadequate emergency access?	Refer to Mitigation Measure TR-1.	Less Than Significant Impact with Mitigation Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to traffic and circulation.	Refer to Mitigation Measure TR-1.	Significant and Unavoidable Impact.
<i>Tribal Cultural Resources</i>		
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		
Listed or eligible for listing in the California	Refer to Mitigation Measures CR-2 and CR-3.	Less Than Significant Impact With Mitigation

Impact	Mitigation Measure	Level of Significance After Mitigation
Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		Incorporated.
Cumulative Impacts: Would the Project result in cumulative impacts to tribal cultural resources?	Refer to Mitigation Measures CR-2 and CR-3.	Less Than Significant Impact With Mitigation Incorporated.
<i>Utilities and Service Systems</i>		
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?	None required.	Less Than Significant Impact.
Would the Project have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements?	None required.	Less Than Significant Impact.
Would the Project result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	None required.	Less Than Significant Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
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?	None required.	Less Than Significant Impact.
Would the Project be in noncompliance with federal, state, and local statutes and regulations related to solid waste?	None required.	Less Than Significant Impact.
Cumulative Impacts: Would the Project result in cumulative impacts to utilities and service systems?	None required.	Less Than Significant Impact.
Wildfire Hazards		
Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Refer to Mitigation Measure TRA-1	Less Than Significant Impact with Mitigation Incorporated.
Due to slope, prevailing winds, and other factors, would the Project expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	None required.	Less Than Significant Impact.
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?	None required.	Less Than Significant Impact.
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?	None required.	Less Than Significant Impact.

Impact	Mitigation Measure	Level of Significance After Mitigation
Cumulative Impacts: Would the Project result in cumulative wildfire impacts?	None required.	Less Than Significant Impact.

1.5 Significant and Unavoidable Impacts

A description of significant and unavoidable impacts associated with the Project is provided below. This information is based on the analysis provided within Section 4.1 through Section 4.16 of this EIR.

- **Air Quality**
 - Conflict with 2016 Air Quality Management Plan (Long-Term Operational Emissions);
 - Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment; and
 - Cumulative Operational Emissions.
- **Cultural Resources**
 - Historic Resources; and
 - Cumulative Impacts to Historic Resources.
- **Greenhouse Gas Emissions**
 - Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
 - Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases; and
 - Cumulative Impacts to Greenhouse Gas Emissions
- **Transportation**
 - Existing With Project
 - I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - Opening Year (2020) With Project Conditions
 - Sierra Avenue/I-15 Northbound Ramps (Intersection No. 8)
 - I-15 between Glen Helen Parkway and Beech Avenue (Freeway Mainline)
 - I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - Horizon Year (2040) With Project Conditions
 - Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7)
 - Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8)

- I-15 between Glen Helen Parkway and Beech Avenue (Freeway Mainline)
- I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
- I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
- I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
- I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)

1.6 Summary of Project Alternatives

“NO PROJECT” ALTERNATIVE

In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions ..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”¹ The CEQA Guidelines continue to state that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”² The “No Project” Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on January 16, 2018. The No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

As concluded in Section 8.4, “No Project” Alternative, implementation of the “No Project” Alternative would reduce the Project’s significant and unavoidable air quality and transportation; however, impacts concerning wildfire would be worsened under this alternative. Although this Alternative would reduce almost all of the project’s impacts and may provide long-term fiscal benefits to the City (Objective 7), this alternative would not achieve any of the remaining Project objectives. The No Project Alternative would not implement the City’s desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment (Objective 1). Area circulation would not be improved via the realignment of Lytle Creek Road (Objective 2). Goods movement would not be facilitated for the benefit of local and regional economic growth (Objective 3). Temporary and permanent employment opportunities would not increase to improve the local balance of housing and jobs (Objective 4). Finally, a logistics facility would not be developed that takes advantage of the proximity to I 15 and proximity to nearby commercial/industrial uses (Objective 5).

¹ CEQA Guidelines Section 15126.6(e)(2).

² CEQA Guidelines Section 15126.6(e)(3)(B).

“REDUCED PROJECT” ALTERNATIVE

The Reduced Project Alternative would reduce development of the Project by approximately 25.4 percent, constructing an 877,000 square foot industrial building as compared to the Project’s proposed 1,175,720 square foot building. Given the 25.4 percent reduction in development, it is assumed that the building footprint and required parking spaces would be slightly reduced, and thus providing slightly more pervious areas on-site.

The Reduced Project Alternative was selected for analysis due to its ability to avoid the Proposed Project’s significant and unavoidable impacts to historic resources (the Stone House at 4055 Lytle Creek Road). A 25.4 percent reduction in development could potentially lessen the significant and unavoidable impacts for the Project related to air quality (operational air emissions and consistency with the 2016 AQMP), and traffic and circulation (Existing With Project Conditions, Opening Year (2020) With Project Conditions, and Horizon Year (2040) With Project Conditions).

As concluded in Section 8.5, “Reduced Project” Alternative, implementation of the “Reduced Project” Alternative would reduce the Project’s significant and unavoidable air quality and cultural resources impacts; however, impacts concerning wildfire would be worsened under this alternative. The Reduced Project Alternative would achieve the Project objectives identified in Section 1.3, Project Objectives, although to a lesser degree than the Proposed Project.

“ANNEXATION ONLY” ALTERNATIVE

As discussed in Section 3.0, the Proposed Project includes the development and operation of a 1,175,720-square foot logistics facility on approximately 76 acres (Logistics Site); the realignment of a segment of Lytle Creek Road; the annexation of 152 acres (Annexation Area or Project Area), inclusive of the 76-acre Logistics Site; and the related Project components and entitlements. The 152-acre Project Area would be annexed to the City of Fontana and developed under the jurisdiction of Fontana pursuant to the General Plan, zoning, and development standards. The City’s SOI, as shown in the City’s General Plan, includes most but not all of the Project Area, with the exception of approximately 2.14 acres, located north of the Lytle Creek Road as shown in **Exhibit 3.0-4, Sphere of Influence and Annexation Area**. To annex these parcels into the City, an expansion of the City’s SOI is proposed to add these parcels into the Project Area.

Under the Annexation Only Alternative, the 152-acre Project Area would be annexed to the City and would be developed pursuant to its Fontana General Plan, Zoning, and development standards. As indicated on **Exhibit 3.0-6a, Pre-Zoning Designations**, the City of Fontana has pre-zoned the Project Area as follows:

- Residential Estate [R-E];
- Public Utility Corridor [P-UC]; and,
- General Commercial [C-2].

As indicated in **Table 3.0-6, Current General Plan Land Use Designations** and depicted on **Exhibit 3.0-6a, Existing General Plan Land Use Designations**, the City of Fontana designates the Project site as Residential Estate (R-E) and Public Utility Corridor (P-UC). This alternative assumes that the 2.14 acres of property that is not-designated and pre-zoned would be slated for Residential Estate [R-E] development, consistent with surrounding pre-zoning. As a result, the proposed logistics facility and related Project components and entitlements would not be implemented under this alternative, but residential and commercial uses would be developed on the Project Area in its place.

Although the Annexation Only Alternative would avoid the Project's significant and unavoidable impacts related to air quality, cultural resources, and transportation, and may provide long-term fiscal benefits to the City (Objective 7), this alternative would only partially achieve one of the Project's objectives; refer to Section 8.1, Summary of Project Objectives. As indicated on **Exhibit 3.0-6A**, the site's existing pre-zoning would allow for limited general commercial (C-2) uses in the northeast corner of the Project site; however, the majority of the site would be pre-zoned for residential uses (R-E). As a result, although this alternative may provide long-term fiscal benefits to the City (Objective 7), the residential uses permitted under this alternative would not achieve the Project's objectives to increase temporary and permanent employment opportunities while improving the local balance of housing and jobs (Objective 4). None of the other Project objectives would be achieved.

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2.0 Introduction

2.1 Purpose of the EIR

This Draft Environmental Impact Report (Draft EIR) addresses the environmental effects of the proposed I-15 Logistics Project (the Project or Proposed Project). The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority.

The City of Fontana (City) is the lead agency under CEQA and has determined that an Environmental Impact Report (EIR) is required for the Proposed Project (State Clearinghouse No. 2018011008). An EIR is an informational document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a proposed project. This Draft EIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq., and the CEQA Guidelines set forth at 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines).

This EIR addresses the Project's environmental effects, in accordance with CEQA Guidelines Section 15168. As referenced in CEQA Guidelines Section 15121(a), the primary purposes of an EIR are to:

- Inform decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

This document analyzes the Project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the Project to determine the short- and long-term effects associated with their implementation. This EIR also considers the Project's direct and indirect impacts, and the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Where potentially significant impacts are identified, the EIR specifies mitigation measures that are required to be adopted as conditions of approval or may be incorporated into the Project to avoid or minimize the significance of impacts resulting from the Project. In addition, this EIR is the primary reference document in the formulation and implementation of the Project's Mitigation Monitoring and Reporting Program (MMRP).

The City of Fontana Planning Commission will consider the EIR and the Project and will make recommendations to the City Council. Prior to rendering its decision on the Proposed Project, the City Council is required to consider the Final EIR and certify that the document has been completed in compliance with CEQA, that it has reviewed and considered the

information in the Final EIR, and that the document reflects the lead agency's independent judgment and analysis (CEQA Guidelines Section 15090.) After certifying the Final EIR, the Project will be considered by the City Council. A decision to approve the Project must be accompanied by specific, written findings in accordance with CEQA Guidelines Section 15091 identifying how each significant impact identified in the Final EIR was addressed, and if there are significant impacts that cannot be mitigated to less than significant. A specific, written statement of overriding considerations must be prepared, explaining the specific reasons in support of its decision in accordance with CEQA Guidelines Section 15093.

The EIR will also be used by the San Bernardino County Local Agency Formation Commission (LAFCO), a responsible agency under CEQA, in conjunction with consideration of proposed sphere of influence expansions for the City, the West Valley Water District and Fontana Fire Protection District, as well as a reorganization to include annexations proposed by the City, the West Valley Water District, the San Bernardino Valley Municipal Water District and the Fontana Fire Protection District, and detachments from the San Bernardino County Fire Protection District, its Valley Service Zone, and County Service Area 70. See Section 3.0, Project Description, for additional information.

2.2 Proposed Project

The Proposed Project involves the development of a new warehouse facility, the realignment of Lytle Creek Road, and the annexation of these components and additional areas into the City of Fontana. The Proposed Project consists of a concrete tilt-up logistics warehouse of approximately 1,175,720 square feet on approximately 76 acres including office space totaling approximately 30,000 square feet, which would be located on the northeast and southeast corners of the proposed warehouse. Other associated facilities and improvements would include a guard booth, parking areas, landscaping, and a detention basin.

Refer to Section 3.0, Project Description, for an expanded discussion.

2.3 EIR Scope, Issues, and Concerns

2.3.1 Initial Evaluation

In 2017, the City prepared an Initial Study (included in Appendix A of this Draft EIR) for the Project in compliance with CEQA. The Initial Study is an informational document intended for use by the City to determine whether to prepare an EIR for a proposed project, and assist the lead agency in the preparation of the EIR by focusing the EIR on the effects determined to be significant, identify the effects determined not to be significant, and facilitate environmental assessment early in the design of a project (CEQA Guidelines Section 15063.) The Initial Study concluded that the Proposed Project would potentially result in significant environmental effects in the issue areas of aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation/traffic, tribal cultural resources, and utilities and service systems. Therefore, these subjects were recommended for further evaluation in an EIR.

2.3.2 Notice of Preparation of Environmental Impact Report

In accordance with CEQA Guidelines Section 15082, the Notice of Preparation (NOP) was distributed to initiate the City's CEQA review process for the Project, identify and seek public input for the Project's potential environmental effects, and identify a date for the Project's public scoping meeting. The NOP is included in Appendix A to this Draft EIR. The NOP was distributed on January 4, 2018, and identified a public review period through February 7, 2018, in compliance with the State's mandatory 30-day public review period.

Consistent with the Initial Study, the NOP identified the following environmental issues as having a "potentially significant impact" to be addressed in the Draft EIR. It should be noted that since the release of the Notice of Preparation, the Governor's Office of Planning and Research (OPR) approved revised CEQA guidelines, that modify the CEQA Appendix G Checklist. The list of potentially significant impacts listed below includes those outlined in the Notice of Preparation, as well as the addition of two new impact analysis sections (Energy and Wildfire) incorporated under the revisions to the Appendix G CEQA Checklist.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.3.3 Scoping Meeting

A scoping meeting was held to discuss the Proposed Project on January 31, 2018, from 5:00 to 6:30 p.m. at City Hall located 8353 Sierra Avenue in Fontana, California. A presentation was provided, including an overview of the Project and the environmental planning process. Following the presentation, participants were encouraged to submit oral or written comments to City staff to aid the City in refining the scope of the issues to be addressed in the EIR.

Five individuals attended the scoping meeting. A summary of the meeting is included in Appendix A.

2.3.4 Scoping Results

A total of 13 written comment letters were received in response to the NOP. Comment letters were received from agencies, organizations, and individuals. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft EIR are summarized in Table 2-1, Scoping Comments Summary.

Table 2-1: Scoping Comments Summary

Agency, Organization, or Name	Comments	EIR Section(s) Where Comments are Addressed
California Department of Fish and Wildlife (CDFW)	Recommend appropriate, mandated species/community inventories on-site as well as in adjacent potentially affected areas. Suggestion to use xeriscape to ameliorate water demands for the Project.	Section 4.3 Biological Resources
California Department of Transportation (Caltrans)	All state facilities within a 5-mile radius of the Project should be analyzed in the traffic impact analysis.	Section 4.13 Transportation
State of California Clearinghouse and Planning Unit	No substantive comment.	N/A
West Valley Water District (WVWD)	Water should be obtained from the WVWD. A water supply assessment will be required pursuant to Senate Bill 610.	Section 4.9 Hydrology and Water Quality Section 4.15 Utilities and Service Systems
San Bernardino County Department of Public Works	The County Traffic Division should be included in the traffic study scoping process.	Section 4.13 Transportation
Local Agency Formation Commission (LAFCO) for San Bernardino County	Areas to be annexed into the West Valley Water District, the San Bernardino Valley Municipal Water District, and the City of Fontana should all be identified. The Project will require partial annexation into the Fontana Fire Protection District to include the entire area, and there should be further discussion of the resulting removal of the State Responsibility Area designation for wildland fire protection of the same.	Section 3.0 Project Description Section 4.12 Public Services and Recreation
Southern California Association of Governments (SCAG)	Consider consistency with the 2016 Regional Transportation Plan/Sustainable Communities Strategy.	Section 4.10 Land Use and Planning
South Coast Air Quality Management District (SCAQMD)	A copy of the Draft EIR should be provided to the SCAQMD.	N/A; the Draft EIR Document will be sent to SCAQMD during public review

Agency, Organization, or Name	Comments	EIR Section(s) Where Comments are Addressed
Native American Heritage Commission (NAHC)	Description of the CEQA requirements and best practices pursuant to Assembly Bill 52 and Senate Bill 18.	Section 4.4 Cultural Resources
Southwest Regional Council of Carpenters	<p>Concerns regarding the following subjects:</p> <ul style="list-style-type: none"> • Light pollution • Impacts to farmland • Traffic-related emission impacts • Loss of habitat and potential effects on sensitive species • Impacts on soil stability • Greenhouse gas emissions • Worker hazards associated with the Project site's location in a Very High Fire Hazard Severity Zone • Water use impacts • Moving roads will functionally divide the community, and may affect the applicable habitat conservation plan • Project would contribute to overpopulation • The methodology for calculating solid waste creation rates 	<p>Section 4.1 Aesthetics; Section 4.2 Air Quality Section 4.3 Biological Resources Section 4.6 Geology and Soils Section 4.7 Greenhouse Gas Emissions Section 4.8 Hazards and Hazardous Materials Section 4.9 Hydrology and Water Quality Section 4.13 Transportation Section 4.15 Utilities and Service Systems Section 5.0 Effects Found Not To Be Significant Section 7.0 Growth-Inducing Impacts</p>
California Native Plant Society	<p>Concern regarding the following topics</p> <ul style="list-style-type: none"> • Insufficient mitigation for Riversidean Sage Scrub as well as other impacted resources; suggest that proper surveys be conducted • Increased air pollution and nitrogen deposition on native plants • Effects of development, including increased fire risks on native plants 	Section 4.3 Biological Resources
Southern California Gas Company	Any new utility connections, including the extension of new natural gas services, should be discussed.	Section 4.15 Utilities and Service Systems

Agency, Organization, or Name	Comments	EIR Section(s) Where Comments are Addressed
Phil Valvo	Concern regarding: <ul style="list-style-type: none">• Layout of new road• Exterior lighting on building, loading, and parking areas• Visual impacts—suggests tree landscaping for screening of building and walls• Style, height, materials, and location of fencing	Section 3.0 Project Description Section 4.1 Aesthetics; Section 4.13 Transportation

2.4 Environmental Review Process

This Draft EIR, with an accompanying Notice of Completion (NOC), is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. The review period for this Draft EIR will begin the day the document is released for public review and will end 45 calendar days later. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft EIR. The City will hold a public meeting on the Draft EIR during the review period identified above. All interested parties are invited to attend the public hearing to provide either verbal or written comments on this Draft EIR. In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and on ways in which the significant effects of the Proposed Project might be avoided or mitigated.

Comment letters should be sent to:

I-15 Logistics Project EIR
Attn: DiTanyon Johnson
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335
Email: djohnson@fontana.org

Following the close of the public comment period, a Final EIR will be prepared and will include responses to all substantive comments related to environmental issues surrounding the Proposed Project, and any revisions or corrections to the Draft EIR.

2.5 Report Organization

The Draft EIR is organized as follows:

- **Section 1.0, Executive Summary.** Summarizes the description and background of the Proposed Project, addresses the format of this Draft EIR, identifies alternatives to the Proposed Project, and includes a summary of the potential environmental impacts,

- any mitigation measures identified for the Proposed Project, and the level of significance of the impact after mitigation.
- **Section 2.0, Introduction.** Describes the purpose of the Draft EIR, the background of the Proposed Project, the NOP and scoping process, the use of incorporation by reference, and the Final EIR certification.
 - **Section 3.0, Project Description.** Describes the Proposed Project, the objectives of the Proposed Project, the Proposed Project area and location, approvals anticipated to be included as part of the Proposed Project, the necessary environmental clearances for the Proposed Project, and the intended uses of the EIR.
 - **Section 4.0, Environmental Analysis.** Contains a detailed environmental analysis of the existing (baseline) conditions, potential project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental issue areas:
 - Aesthetics (Section 4.1)
 - Air Quality (Section 4.2)
 - Biological Resources (Section 4.3)
 - Cultural Resources (Section 4.4)
 - Energy (Section 4.5)
 - Geology and Soils (Section 4.6)
 - Greenhouse Gas Emissions (Section 4.7)
 - Hazards and Hazardous Materials (Section 4.8)
 - Hydrology and Water Quality (Section 4.9)
 - Land Use and Planning (Section 4.10)
 - Noise (Section 4.11)
 - Public Services (Section 4.12)
 - Transportation (Section 4.13)
 - Tribal Cultural Resources (Section 4.14)
 - Utilities and Service Systems (Section 4.15)
 - Wildfire (Section 4.16)
 - **Section 5.0, Effects Found Not to Be Significant.** Summarizes effects found not to be significant or to be less than significant, or less than significant with mitigation, based on information contained in the Initial Study previously prepared for the Proposed Project.
 - **Section 6.0, Other CEQA Considerations.** Summarizes the Project's significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes.

- **Section 7.0, Growth-Inducing Impacts.** Analyzes the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the Proposed Project.
- **Section 8.0, Alternatives.** Analyzes any alternatives to the Proposed Project and their potential environmental effects.
- **Section 9.0, References.** Identifies reference resources utilized during the preparation of the EIR.
- **Section 10.0, Preparers and Persons Consulted.** Identifies the lead agency, preparers of the EIR, and all federal, state, and local agencies and other organizations and individuals consulted during the preparation of the EIR.
- **Appendices.** Contains the Project's technical documentation.

2.6 Incorporation by Reference

The documents outlined below, which were utilized during preparation of this Draft EIR and are a matter of public record, are hereby incorporated by reference. These documents are available for public inspection at the City of Fontana Planning Department at 8353 Sierra Avenue, Fontana, and on the City's website.

“Fontana Forward” City of Fontana General Plan Update 2015-2035, November 2018. The City Council comprehensively adopted the City of Fontana General Plan Update 2015-2035 (General Plan) on November 13, 2018. The General Plan is the primary source of long-range planning and policy direction that is used to guide the City's growth, as well as preserve and enhance the community's quality of life. The General Plan aligns with State of California Governor's Office of Planning and Research planning priorities as stated in California Government Code section 65041 and with the new General Plan Guidelines (GPG) issued in July 2017.

The General Plan's chapters or “elements” include a summary of existing conditions and current trends, the planning process, and goals, policies and actions for many different topic areas that will affect the physical and economic development of the City over the next twenty years. The General Plan includes these elements, stand-alone or combined, as required by statute (Gov. Code section 65302): land use; circulation; housing; conservation and open space combined; noise and safety combined; and environmental justice as aspects of several other elements. In addition, the General Plan includes optional elements on health, economic development, infrastructure, sustainability and resilience, and a Downtown Area Plan.

The Housing Element of the General Plan requires review and approval by the California Department of Housing and Community Development (HCD). The document must be prepared in accordance with a state mandated timeline and must contain state mandated information. As such, Fontana's Housing Element was completed and approved in 2014, prior to the latest General Plan Update. The Housing Element will be updated again in 2021, as required by HCD.

General Plan Update 2015-2035 Environmental Impact Report, June 2018. The General Plan Update 2015-2035 Environmental Impact Report (General Plan EIR) identifies potential significant environmental impacts of General Plan Update proposals, alternatives with fewer adverse impacts, and potential ways to reduce or avoid environmental damage, thereby addressing significant environmental impacts and mitigation options. The General Plan EIR evaluates the proposed General Plan Update's effect on the physical environment as it is now, and the impact on the environment that would exist under the proposed General Plan Update, including secondary and cumulative effects. The General Plan EIR identified Significant Impacts to Biological Resources and Transportation, but impacts were mitigated to less than significant. The General Plan EIR determined that cumulatively considerable impacts would not occur.

City of Fontana Municipal Code, as (continuously) updated. The Fontana Municipal Code (Municipal Code) establishes detailed zoning districts and regulations based on the General Plan. The Fontana Zoning and Development Code (Municipal Code Chapter 30) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal Code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Draft EIR to establish the Proposed Project's baseline requirements according to the City's regulatory framework.

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3.0 Project Description

The City of Fontana (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) for the I-15 Logistics Project (the Project or Proposed Project).

The project description is provided in conformance with CEQA Guidelines Section 15124. As required by CEQA Guidelines Section 15124, this section discusses the geographic setting, project location, project setting, current County and City General Plan land use designations and zoning, project objectives, a general description of the project's technical and environmental characteristics, and discretionary actions required to implement the Proposed Project. This information is the basis for analyzing the Proposed Project's impacts on the existing physical environment in Section 4.0 of this EIR.

3.1 Proposed Project

The Proposed Project includes the development and operation of a 1,175,720-square-foot logistics facility on approximately 76 acres (Logistics Site); the realignment of a segment of Lytle Creek Road; the annexation of 152 acres (Annexation Area or Project Area), inclusive of the 76-acre Logistics Site; and the related Project components and entitlements further described herein.

3.1.1 Project Location

The 152-acre Project Area is located in unincorporated San Bernardino County just northwest of Interstate 15 (I-15), south of Sierra Avenue, generally east of Lytle Creek Road, and in the northern portion of the City of Fontana's Sphere of Influence (SOI).¹ More specifically, the Project Area is located at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. Regional access to the site is from I-15 via the Sierra Avenue interchange and from Interstate 210 (I-210) via the Citrus or Sierra Avenue interchanges. Local access to the Project Area is provided via Lytle Creek Road. Refer to **Exhibits 3.0-1, Regional Vicinity; 3.0-2, Project Vicinity; and 3.0-3, Project Footprint**.

The 76-acre Logistics Site is bounded by Lytle Creek Road to the northwest, California Department of Transportation (Caltrans) right-of-way (ROW) to the southeast associated with I-15, and private, mostly vacant lands to the northeast and south.

3.1.2 Sphere of Influence and Annexation

Under the Proposed Project, the 152-acre Project Area would be annexed to the City of Fontana and developed under the jurisdiction of Fontana pursuant to its General Plan,

¹ A Sphere of Influence (SOI), as defined pursuant to Government Code Section 56425 et seq., is a plan for the probable ultimate physical boundaries and service area of a local governmental agency, as determined by the applicable Local Agency Formation Commission. The establishment of an SOI boundary is necessary to determine which governmental agencies can provide services in the most efficient way to the people and property in any given area, promote orderly land use and service, and protect agriculture and open space.

zoning, and development standards. The City's SOI, as shown in the City's General Plan, includes most but not all of the Project Area, with the exception of approximately 2.14 acres, located north of the Lytle Creek Road as shown in **Exhibit 3.0-4, Sphere of Influence and Annexation Area**. To annex these parcels into the City, an expansion of the City's SOI is proposed to add these parcels into the Project Area.

The Annexation Area is proposed to include 21 parcels—inclusive of the Logistics Site, as well as portions of the road ROW for Lytle Creek Road, Sierra Avenue, and I-15; refer to **Exhibit 3.0-5, Project Parcels**. The parcels within the Annexation Area have been pre-zoned and pre-designated, consistent with City of Fontana General Plan land use designations and zoning with the exception of the 2.14 acres of land not currently in the City's SOI. Refer to **Table 3.0-1, Project Parcel Numbers and Designated Pre-Zoning and Land Use** and to **Exhibit 3.0-6a, Existing Pre-Zoning Designations and Exhibit 3.0-6b, Existing Pre-Designated Land Use Designations**. The table below shows the parcel numbers and associated acreages categorized by the proposed pre-zoning designations. Each zoning and land use designation is described in **Table 3.0-3, City of Fontana Zoning and Land Use Designation Descriptions**.

Table 3.0-1: Project Parcel Numbers and Designated Pre-Zoning and Land Use

APN	Acreage	Ownership	Zone	Land Use	Existing Use on Parcel
Residential Estate (R-E) Zone					
023904102	1.24	Government	R_E	R-E	Disturbed/undeveloped
0239-071-08	3.91	Private	R-E	R-E	Single-family residential
0239-071-25	39.79	Private	R-E	R-E	Disturbed/undeveloped; electrical transmission towers
0239-071-27	14.76	Private	R-E	R-E	Disturbed/undeveloped; electrical transmission towers; single-family residential
0239-071-20	1.07	Private	R-E	R-E	Single-family residential
0239-041-17	0.32	Private	R-E	R-E	Disturbed/undeveloped
0239-041-18	2.03	Private	R-E	R-E	Disturbed/undeveloped
0239-091-13 ¹	13.60	Private	R-E	R-E	Open space; electrical transmission tower
0239-081-01	0.95	Private	R-E	R-E	Disturbed/undeveloped; water tank
0239-081-39	0.07	Private	R-E	R-E	Disturbed/undeveloped
0239-071-18	5.51	Private	R-E	R-E	Disturbed/undeveloped, single-family residential
0239-071-05	3.70	Private	R-E	R-E	Disturbed/undeveloped
0239-071-31	14.48	Private	R-E	R-E	Disturbed/undeveloped; single-family residential
0239-041-15 ¹	0.23	Private	R-E	R-E	Open space
0239-091-14 ¹	2.67	Private	R-E	R-E	Open space; disturbed/undeveloped;

APN	Acreage	Ownership	Zone	Land Use	Existing Use on Parcel
					single-family residential
0239-093-08	3.76	SCE	R-E	P-UC	Disturbed/undeveloped; utilities; access road
0239-092-08	5.67	SCE	R-E	P-UC	Disturbed/undeveloped; utilities; access road
Total R-E	113.76	—			—
Public Utility Corridor (P-UC) Zone					
0239-093-07	3.45	SCE	P-UC	P-UC	Disturbed/undeveloped; utilities; access road
0239-092-07	4.59	SCE	P-UC	P-UC	Disturbed/undeveloped; utilities; access road
Total PUC	8.04	—			—
General Commercial (C-2) Zone					
0239-093-06	0.40	SCE	C-2	C-G	Disturbed/undeveloped
0239-092-06	1.16	SCE	C-2	C-G	Disturbed/undeveloped
Total C-2	1.56	—			—
Note: The total area of the 21 parcels is 123.32 acres. The remaining 28.68 acres in the overall 152-acre Annexation Area comprises roadway ROW for Lytle Creek Road, Sierra Avenue, and I-15. ¹ APN No. 0239-041-15 does not have a rezoning designation, as it falls outside of the City's Sphere of Influence. Likewise, small portions of APN Nos. 0239-091-14 and 0239-091-13 are not rezoned. The area of these non-rezoned parcels is approximately 2.14 acres.					

As noted previously, the City pre-designated and pre-zoned the majority (but for approximately 2.14 acres) of the Project Area in 2004 (Ordinance No. 1444). Likewise, the City's recently adopted General Plan Update (GPU), which was adopted in November 2018, approved and re-applied the past land use designations applicable to the Project Area. With the GPU, the City prepared, circulated, and approved the General Plan Update 2015-2035 Final Environmental Impact Report (GPU EIR), which analyzed potential environmental impacts associated with the GPU. The City's past pre-zoning of the Project Area (2004) currently remains applicable to the Project Area. The City is expecting to re-adopt the existing pre-zoning for the Project Area in early 2019; however, the pre-zoning has not yet occurred.

3.1.3 Proposed Zoning

In order to accommodate the proposed Logistics Facility, the Proposed Project includes a change of zone on approximately 76 acres of the Project Area to change the pre-zoning from Residential Estate (R-E) to Light Industrial (M-1) (Option 1) or Regional Mixed Use (RMU) with a Warehouse Distribution Overlay (Option 2) in order to accommodate the Logistics Site; refer to **Exhibit 3.0-7a, Proposed Pre-Zoning Designations (Option 1)**, and **Exhibit 3.0-7b, Proposed Pre-Zoning Designations (Option 2)**, as well as **Table 3.0-2, Project Parcel Numbers and Pre-Proposed Zoning and Land Use Designations**.

Table 3.0-2: Project Parcel Numbers and Proposed Pre-Zoning and Land Use Designations

APN	Acreage	Ownership	Zone	Land Use	Existing Use on Parcel
<i>Proposed Light Industrial (M-1) or Regional Mixed Use (RM-U) Zone with a Warehouse Distribution/Logistics Overlay (Logistics Site)</i>					
0239-071-08	3.91	Private	M-I or RM-U	I-L or RMU	Single-family residential
0239-071-25	39.79	Private	M-I or RM-U	I-L or RMU	Disturbed/undeveloped; electrical transmission towers
0239-071-27	14.76	Private	M-I or RM-U	I-L or RMU	Disturbed/undeveloped; electrical transmission towers; single-family residential
0239-071-20	1.07	Private	M-I or RM-U	I-L or RMU	Single-family residential
0239-041-17	0.32	Private	M-I or RM-U	I-L or RMU	Disturbed/undeveloped
0239-041-18	2.03	Private	M-I or RM-U	I-L or RMU	Disturbed/undeveloped
0239-091-13	13.60	Private	M-I or RM-U	I-L or RMU	Open space; electrical transmission tower
Total M-1	75.48	—			—
<i>Residential Estate (R-E) Zone</i>					
023904102	1.24	Government	R_E	R-E	Disturbed/undeveloped
0239-081-01	0.95	Private	R-E	R-E	Disturbed/undeveloped; water tank
0239-081-39	0.07	Private	R-E	R-E	Disturbed/undeveloped
0239-071-18	5.51	Private	R-E	R-E	Disturbed/undeveloped, single-family residential
0239-071-05	3.70	Private	R-E	R-E	Disturbed/undeveloped
0239-071-31	14.48	Private	R-E	R-E	Disturbed/undeveloped; single-family residential
0239-041-15	0.23	Private	R-E	R-E	Open space
0239-091-14	2.67	Private	R-E	R-E	Open space; disturbed/undeveloped; single-family residential
0239-093-08	3.76	SCE	R-E	PU-C	Disturbed/undeveloped; utilities; access road
0239-092-08	5.67	SCE	R-E	PU-C	Disturbed/undeveloped; utilities; access road
Total R-E	38.28	—			—
<i>Public Utility Corridor (P-UC) Zone</i>					
0239-093-07	3.45	SCE	PU-C	PU-C	Disturbed/undeveloped; utilities;

APN	Acreage	Ownership	Zone	Land Use	Existing Use on Parcel
					access road
0239-092-07	4.59	SCE	PU-C	PU-C	Disturbed/undeveloped; utilities; access road
Total PUC	8.04	—			—
General Commercial (C-2) Zone					
0239-093-06	0.40	SCE	C-2	C-G	Disturbed/undeveloped
0239-092-06	1.16	SCE	C-2	C-G	Disturbed/undeveloped
Total C-2	1.56				
Note: The total area of the 21 parcels is 123.32 acres. The remaining 28.68 acres in the overall 152-acre Annexation Area comprises roadway ROW for Lytle Creek Road, Sierra Avenue, and I-15.					

Thus, 7 parcels totaling 75.48 acres are proposed to be **pre-zoned** to Light Industrial (M-1) or Regional Mixed Use (RM-U) with a Warehouse Distribution/ Logistics Overlay zoning to accommodate the logistics facility. Under the Proposed Project, 10 parcels totaling 38.28 acres would be zoned Residential Estate, 2 parcels would remain in the Public Utility Corridor Zone totaling 8.04 acres, and two parcels would remain in the General Commercial Zone totaling 1.56 acres. Two of the parcels currently in the Residential Estate zone have a Land Use Designation of Public Utility Corridor, which was changed during the 2018 General Plan Update. The City anticipates rezoning these parcels to the Public Utilities Corridor zone during a separate Zoning Code update to make the land use and zone consistent. The total area of the 21 parcels is 123.32 acres. The remaining 28.68 acres in the overall 152-acre Annexation Area comprises roadway ROW for Lytle Creek Road, Sierra Avenue, and I-15, as shown on **Exhibit 3.0-5, Project Parcels**.

3.1.4 Proposed Land Use Designations

In order to accommodate the proposed Logistics Facility, the Proposed Project includes a General Plan Land Use change on approximately 76 acres of the Project Area to change the Land Use from Residential Estate (R-E) to Light Industrial (I-L) (Option 1) or Regional Mixed Use (RMU) in order to accommodate the Logistics Site; refer to **Exhibit 3.0-7c, Proposed Land Use Designations (Option 1)**, and **Exhibit 3.0-7d, Proposed Land Use Designations (Option 2)**, as well as **Table 3.0-2, Project Parcel Numbers and Proposed Zoning and Land Use Designations**.

With the current proposed Project, the GPA proposed by the Project would modify the designation analyzed by the GPU EIR for portions of the Project site. The City's current pre-zoning of the Project site is consistent with the existing designations. Any changes to the General Plan designation or zoning required to accommodate the Logistics Site, are analyzed within this EIR document.

Table 3.0-3: City of Fontana Zoning and Land Use Designation Descriptions

Code	Name	Description
Zoning Designations		
C-2	General Commercial	Density: 0.1-1 FAR. Intended to accommodate a wider range of commercial activities than the Community Commercial, including retail and wholesale activities, automobile-related sales and services, offices and businesses providing administrative and professional services, and medical offices and clinics.
M-1	Light Industrial	Density: 0.1 to 0.6 FAR. Intended to include employee-intensive uses, including business parks, research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses, auto, truck, and equipment sales and related services.
R-M-U	Regional Mixed Use	Density: 0.1 to 1.0 FAR for nonresidential and 12–24 du/ac for residential. Intended as centers for employment-generating commercial and industrial uses. Must be minimum of 20 acres in size, except if proposed east of Sierra and north of SR 210. Specific development types include research and development facilities, general commercial uses, corporate business parks, service business offices, light manufacturing, warehouse retail, entertainment centers, hotels and convention centers, professional business offices, day care centers, and public open space. Residential development at the multi-family density designation is permitted if the residential development is part of a project developed with a specific plan. Warehousing and distribution facilities are not permitted except as provided for under a zoning overlay district for warehousing distribution/logistics type uses.
R-E	Residential Estate	Density: 2 du/ac. This low-density designation reflects natural, environmental, and other constraints adjacent to the hillside areas in the community, as well as the lack of infrastructure in the area. Development in R-E areas is intended to evoke a rural feeling. A minimum lot size of one-half acre is required; however, this may be increased in order to preserve hillside areas, depending on slope and geotechnical considerations.
P-UC	Public Utility Corridor	Density: n/a. Indicates locations in the planning area that contain easements for public utilities.
WDL OD ¹	Warehousing Distribution/Logistics Overlay District	The provisions of this district may be applied to any property with a General Plan land use designation of Regional Mixed Use (RMU), and a zoning designation of Regional Mixed Use (R-MU), located on the east side of Sierra Avenue and north of I-210. For warehousing distribution/logistics type uses, the maximum building height is 60 feet, the maximum lot coverage is be 50%, and the maximum FAR is 0.50.
Land Use Designations		
P-UC	Public Utility Corridors	Density: n/a. Indicates locations in the planning area that contain easements for public utilities.
P-PF	Public Facilities	Density 0.1 FAR. Identifies the locations of properties in public or quasi-public ownership, such as existing schools; the facilities of public and quasi-public agencies such as the City, county water and sewer districts, and fire protection districts; and the locations of hospitals and quasi-public institutions.

Code	Name	Description
RM-U	Regional Mixed Use	Density: 0.1 to 1.0 FAR for nonresidential and 12–24 du/ac for residential. Intended as centers for employment-generating commercial and industrial uses. Must be minimum 20 acres in size, except if proposed east of Sierra and north of SR 210. Specific development types include research and development facilities, general commercial uses, corporate business parks, service business offices, light manufacturing, warehouse retail, entertainment centers, hotels and convention centers, professional business offices, day care centers, and public open space. Residential development at the multi-family density designation is permitted if the residential development is part of a project developed with a specific plan. Warehousing and distribution facilities are not permitted in this land use category except as provided for under a zoning overlay district for warehousing distribution/logistics type uses.
R-E	Residential Estate	Density: 2 du/ac. This low-density designation reflects natural, environmental, and other constraints adjacent to the hillside areas in the community, as well as the lack of infrastructure in the area. Development in R-E areas is intended to evoke a rural feeling. A minimum lot size of one-half acre is required; however, this may be increased in order to preserve hillside areas, depending on slope and geotechnical considerations.
I-L	Light Industrial	Density: 0.1-0.6 FAR. Employee intensive uses including business parks, research and development, technology centers, corporate and supporting offices, clean industry, supporting retail uses, truck and equipment sales. And related services are allowed. Warehouses that are designed in ways that limit off-site impacts are also permitted.

Notes: n/a = not applicable; FAR = floor area ratio; du/ac = dwelling units per acre

¹ For this zoning to be applied to the Logistics Site, a zone change to modify the boundary limits of the WDLOD zoning would be required, as outlined below in Section 3.4.1.

Two potential entitlement scenarios are under consideration, as described in Section 3.4, Discretionary Actions and Approvals. While the City has completed the recent General Plan Update as of November 2018, the City has not completed the Zoning Code Update and may not have the Zoning Code update complete prior to the consideration of the Proposed Project. Therefore, two proposed entitlement scenarios are under consideration, Option 1 assumes that the City Zoning Code Update has been completed, whereas Option 2 assumes that the Zoning Code update has not been completed. Under Option 1, proposed pre-zoning for the logistics facility would be Light Industrial (M-1), while under Option 2, proposed pre-zoning would be Regional Mixed Use (RM-U) and Warehouse Distribution/Logistics Overlay District.

Within the proposed Residential Estate zoning, five of the seven residential parcels are already developed with residential uses. It should be noted that no specific residential development is proposed as part of the Proposed Project and that buildout permitted under the R-E and P-UC zoning was previously analyzed in Section 5.9 (Land Use) of the GPU EIR. The Project would seek LAFCO action to officially apply the GPU designations and pre-zoning to the Project Area, actions which were analyzed in the GPU EIR (and in 2004 when the Project Area was first pre-designated and pre-zoned). It should also be noted that of the 2.14 acres of property that is not pre-designated and pre-zoned, the majority (1.27 acres) is within the Logistics Site and planned for development of the Logistics Facility while the remainder (0.87 acres), would be zoned R-E.

The Public Utility Corridor zoning would preserve the utility corridor for the existing transmission line and potential future utility improvements.

Thus, to fully analyze the potential impacts of the Project, the EIR analyzes impacts associated with:

1. The construction of a 1,175,720-square foot logistics facility on 75.48 acres. The site is proposed to be pre-zoned M-1 or RMU with Warehousing Distribution/Logistics Overlay District, with a proposed land use designation of I-L or RMU. This includes approximately 1.27 acres of property that is out of the City's SOI and not designated in the City's General Plan or pre-zoned.
2. The annexation, designation and zoning of approximately 0.87 acres of property that is not currently within the City's SOI, not within the Logistics Site, and not designated by the City's General Plan or pre-zoned. The 0.87 acres would be designated Residential Estate and **pre-zoned** Residential Estate. It should be noted, however, that the 0.87 acres would be split between two parcels: APN Nos. 0239-041-15 and 0239-091-14. APN No. 0239-041-15 would be approximately 0.64 acres and APN No. 0239-041-14 would add approximately 0.23 acres. APN No. 0239-041-14 is already developed with a single family residence, which precludes development of another unit on that property. Likewise, APN No. 0239-041-15 would be 0.64 acres, and construction of a residential unit on that property would exceed the maximum density limits for the Residential Estate zone.
3. A General Plan Circulation Element Amendment to reclassify the roadway from a Secondary Highway to a Collector street.

Except for the I-15 Logistics Facility, which is planned to occupy the Logistics Site, no specific development is proposed. For analysis purposes, it is assumed that buildout of the Annexation Area would be consistent with the potential uses identified in **Table 3.0-4**.

3.1.5 Water Service

The West Valley Water District (West Valley) provides retail water service to Fontana and portions of unincorporated San Bernardino County. West Valley's existing service area and its SOI area do not fully cover the Project Area. Therefore, an expansion of West Valley's service area and SOI is proposed so that the district can provide water service to this future area of the city. Refer to **Exhibit 3.0-8, West Valley Water District Existing and Proposed Service Area**.

The San Bernardino Valley Municipal Water District (SBVMWD) is a wholesale water provider and State Water Contractor, and it provides water to Fontana and to West Valley. The SBVMWD's existing service area does not fully encompass the Project Area either. Therefore, annexation of the Project Area into the SBVMWD's service area is proposed so that the water district can provide wholesale water service to this future area of Fontana. Refer to **Exhibit 3.0-9, San Bernardino Valley Municipal Water District Existing and Proposed Service Area**.

3.1.6 Fire Service

The Fontana Fire Protection District (Fire Protection District) provides fire service to the City of Fontana including emergency services and fire prevention services. The current service area for the Fire Protection District is contiguous with the current City of Fontana's Sphere of Influence and would need to be expanded to include the entire Project Area. Therefore, an expansion of the Fire Protection District SOI, as well as annexation into the Fire Protection District would be required for the proposed project.

3.1.7 Logistics Facility Project

The Proposed Project includes the construction and operation of a 1,175,720-square-foot concrete tilt-up logistics facility on the Logistics Site. The logistics facility building would include two office spaces that would total approximately 30,000 square feet and would be located on the northeast and southeast corners of the building. The building would feature 199 dock doors. The Logistics Site would feature parking areas that would provide 309 trailer stalls, and 406 automobile stalls for employee parking. Other associated facilities and improvements would include a guard booth, landscaping, security gates, lighting, perimeter fencing/walls, and drainage facilities. Parking areas and site paving would be concrete and asphalt and would represent approximately 77 percent of the site coverage.

There would be no refrigerated uses associated with the operation of the logistics facility upon completion. It is anticipated that the logistics facility would be in operation 24 hours per day and would employ approximately 500-1,000 full-time employees depending on the tenant who utilizes the facility. For the analysis contained in this EIR, it was assumed that 1,000 employees would be working at the facility. Refer to **Exhibit 3.0-10, Conceptual Site Plan**, and **Exhibit 3.0-11, Elevations**.

The logistics facility would include on-site and off-site utility connections: water, sewer, storm drain facilities, electricity, and cable, as follows:

- Water improvements would tie in to existing 12-inch lines adjacent to the site.
- Sewer would be provided by installing a privately maintained lift station, which would tie into the sewer system along Sierra Avenue to the manhole near Segovia Lane.
- Storm drain improvements would include the installation of underground collection pipes. A 3-acre on-site detention flood control/infiltration basin would be located on the southeast portion of the Logistics Site.
- Electricity would be provided by Southern California Edison (SCE).
- Cable would be provided by Time Warner.

Logistics Facility Circulation

Two gated driveways would be available for ingress and egress to the logistics facility:

- Gate One would be located on Lytle Creek Road (realigned) at the northwest end of the site and would be primarily for automobiles.

- Gate Two would be incorporated within the Public Access Road to be built in the existing Lytle Creek Road ROW extending from the northern property limit to the realigned Lytle Creek Road, which would extend to Sierra Avenue. This gate would be used for primary truck access.

Logistics Facility Construction Schedule

The logistics facility would be developed in a single phase, with construction taking approximately 12 months. Should the Project be approved, construction is anticipated to commence in the first half of 2020 and be completed in 2021. Thus, the logistics facility is expected to open in the second half of 2021.

All existing structures (for further information on existing conditions, refer to Section 3.2) on the Logistics Site would be demolished as part of Project development. Earthwork would involve approximately 466,000 cubic yards of raw cut and 384,000 cubic yards of raw fill. Accounting for shrinkage and subsidence, a net export of 24,900 cubic yards is anticipated.

3.1.8 Lytle Creek Road Realignment

Lytle Creek Road is currently a 22-foot-wide asphalt two-lane undivided roadway oriented in a north–south direction, with a total public roadway ROW of 60 feet. Bicycle and pedestrian facilities are not provided within the Project Area. According to the City’s General Plan Circulation Element, Lytle Creek Road is classified as a four-lane Secondary Highway. The Project proposes a General Plan Circulation Element Amendment to reclassify the roadway from a Secondary Highway to a Collector street. Collector streets are defined in the City’s General Plan Circulation Element as roadways that are typically two-lane streets that connect local streets with secondary highways, allowing local traffic to access regional transportation facilities. Collector streets have an ultimate ROW width of 68 feet. Refer to **Exhibit 3.0-12, Typical Road Section**, for a graphic representation of a collector street typical section.

The ultimate alignment of Lytle Creek Road will extend from the current terminus of Coyote Creek Road north of Duncan Canyon Road, to Sierra Avenue north of I-15. Refer to **Exhibit 3.0-13, Proposed Road Realignment**, for an illustration of the existing and proposed alignment. The Project, however, would only realign Lytle Creek Road from the westernmost boundary of the Project Area to its intersection with Sierra Avenue.

The portion of Lytle Creek Road extending beyond the western boundary of the Project Area will be realigned as an extension of the existing Coyote Canyon Road in conjunction with the Monarch Hills Residential Development Project.² These improvements are anticipated to be completed by the time of logistics facility’s opening.

The Proposed Project includes the improvement of the portion of Lytle Creek Road from the western Project boundary eastward to a new intersection with Sierra Avenue; see **Exhibit 3.0-14, Proposed Circulation and Improvements**. The proposed roadway design would include a 550-foot curve radius for a design speed of 40 miles per hour, to both suit

² The realignment of this portion of Lytle Creek Road is part of the Monarch Hills Residential Development Project. Please refer to Figure 3.5, Section 3.4.5 of the Monarch Hills Residential Development Environmental Impact Report (August 2018).

the terrain in the Project Area and minimize the anticipated travel speeds of passenger vehicles and trucks that are expected to use Lytle Creek Road in the Project Area (Urban Crossroads 2016). In accordance with the City of Fontana Street Design Guidelines, full-width improvements would be constructed, including a 12-foot-wide travel lane and a 5-foot-wide sidewalk.

Approximately 0.7 miles of the westernmost segment of Lytle Creek Road, within the Project Area, would continue to use the existing alignment and ROW. The easternmost segment of Lytle Creek Road would be realigned in conjunction with a new Public Access Road that would serve the Logistics Facility. The new intersection of Lytle Creek Road and Sierra Avenue would be perpendicular with Sierra Avenue, rather than skewed as in the current condition, for improved circulation. The new intersection would require ROW from SCE for a portion of property on APN 0239-092-08. A portion of the former Lytle Creek Road would be vacated but left in place for continued property access to adjacent parcels. The roadway to be left in place is located approximately 800 feet from Sierra Avenue and would include an approximate 600-foot portion of existing Lytle Creek Road that would be converted into a cul-de-sac. The now-existing Lytle Creek Road and Sierra Avenue intersection would be converted into a driveway for the existing business located on the adjacent parcel.

The Proposed Project would also construct a new traffic signal at the intersection of Sierra Avenue and Lytle Creek Road with the proposed realignment. A traffic signal was determined to be warranted in the *Lytle Creek Road Alignment Study* (dated May 31, 2016) and therefore, a signal is proposed as part of the road realignment.

The Proposed Project includes an amendment to the City's General Plan Circulation Element to reflect the road realignment and reclassification. Refer to **Exhibit 3.0-15, City of Fontana Circulation Map**, for an illustration of the existing General Plan Circulation Map.

3.2 Project Setting and Surrounding Land Uses

3.2.1 Setting and Existing Conditions Overview

Project Area

The 152-acre Project Area predominantly consists of vacant parcels of undeveloped land with surface elevations ranging from approximately 1,850 to 2,079 feet above mean sea level, generally sloping to the southwest. The Project Area has been exposed to a variety of disturbances, including clearing/disking activities, off-road vehicle use, and illegal dumping. Developed areas within the Project Area generally consist of paved, impervious surfaces and infrastructure including Lytle Creek Road and paved driveways and infrastructure associated with the existing eight residential properties, as well as a small commercial development at the north end of the Project Area.

There is an existing water tank located in the southern portion of the Project Area, approximately 0.3 miles from the southern boundary of the Logistics Site. In addition, existing transmission towers are located along the entirety of the Project Area's eastern boundary, including the Logistics Site.

Three of the eight existing on-site residences are located within the boundaries of the 76-acre Logistics Site—two in the north-central portion of the Logistics Site with access from Lytle Creek Road, and one in the southwestern portion of the Logistics Site, immediately adjacent to Lytle Creek Road. The remaining residences are scattered at the north and south ends of the Project Area—three in the southerly portion adjacent to the water tank, and two in the northerly portion along Lytle Creek Road, approximately 0.3 miles from the existing Lytle Creek Road/Sierra Road intersection.

The Project Area is composed of 21 parcels and ROW for I-15, Lytle Creek Road, and Sierra Avenue; refer to **Table 3.0-1, Project Parcel Numbers and Pre-Zoning and Land Use Designations**, and **Exhibit 3.0-5, Project Parcels**.

Table 3.0-4, Existing Land Use, summarizes the existing land use for the Project Area, Logistics Site, and surrounding areas.

Table 3.0-4: Existing Land Use

Location	Land Use
Project Area	Single-family residential, utility easement, water tank, commercial, and undeveloped land
Logistics Site	Single-family residential, utility easement, and undeveloped land
North	Residential, commercial, and undeveloped land
South	Undeveloped land
East	Undeveloped land
West	Undeveloped land

Logistics Site

As discussed above, the Logistics Site is currently occupied by three single-family residences, associated parking areas, landscaping, and undeveloped areas. It is mostly covered by low-growing annual grasses, scrub-type plants, and mature trees generally located adjacent to the existing residences and structures. Recent uses include storage of woodpiles, assorted vehicles, and watercraft, as well as livestock farming. Most of the site consists of undeveloped land associated with past agrarian activities. Signs of previous disturbance from grading and weed abatement activity are common throughout the site; no indications of current farming or other land use are evident.

Overhead and underground utilities are located along Lytle Creek Road. An approximately 350-foot-wide SCE strip/power line is located directly north of the Logistics Site.

The Logistics Site is surrounded by commercial, rural residential, and vacant land to the north, vacant land to the south, I-15 and vacant land to the east, and open space to the west.

3.2.2 Land Use Designation and Zoning

Land Use Designation

The applicable designated land uses for the Annexation Area, Logistics Site, and adjacent areas are identified in **Table 3.0-5, Current General Plan Land Use Designations**, and **Exhibit 3.0-16, Existing County of San Bernardino General Plan Land Use Designations**. Descriptions for each designation are provided in **Table 3.0-6, Description of County of San Bernardino Land Use Designations**.

Table 3.0-5: Current General Plan Land Use Designations

Location	County of San Bernardino General Plan	City of Fontana General Plan
Project Area	Single Residential 1-acre minimum (RS) Institutional (IN) Rural Living (RL) Special Development (SD)	Residential Estate (R-E) Public Utility Corridors (P-UC)
Logistics Site	Single Residential 1-acre minimum (RS)	Residential Estate (R-E)
North	Rural Living (RL)	General Commercial (C-G) Residential Estate (R-E) Public Utility Corridors (P-UC)
South	Single Residential 1-acre minimum (RS)	Regional Mixed Use (RMU)
East	n/a	Regional Mixed Use (RMU)
West	Special Development without Residential (SD) Resource Conservation (RC)	Residential Estate (R-E) Public Utility Corridors (P-UC) Open Space (OS)

Note: n/a = not applicable

Table 3.0-6: Description of County of San Bernardino Land Use Designations

Code	Name	Description
County		
RS	Single Residential 1-acre minimum	Divided into subdistricts based on the minimum lot size as follows: RS-1, which has a minimum lot size of 1 acre; RS-20M, which has a minimum lot size of 20,000 square feet; RS-14 M, which has a minimum lot size of 14,000 square feet; and RS 10, which has a minimum lot size of 10,000 square feet. Intended to provide areas for single-family homes on individual lots, provide areas for accessory and nonresidential uses that complement single residential neighborhoods, and discourage incompatible nonresidential uses in single-family residential neighborhoods.

Code	Name	Description
IN	Institutional	Maximum population density average of 1,000 persons per square mile. Intended to identify existing lands and structures committed to public facilities and public agency uses and proposed public facilities, where site selection has not occurred; provide areas for development of future public facilities to meet public needs; enable identification of potential facility locations that satisfy both community and regional needs relating to the population levels being served; and identify potential facility sites in advance of immediate need so that facility design and location may be based on the character of the area being served and can also be compatible with and supportive of the comprehensive plans of agencies within the facility service area.
RL	Rural Living	Divided into subdistricts based on the minimum lot size as follows: RL-40, which has a minimum lot size of 40 acres; RL-20, which has a minimum lot size of 20 acres; RL-10, which has a minimum lot size of 10 acres; and RL-5, which has a minimum lot size of 5 acres. Intended to encourage appropriate rural development where single-family residential use is primary; identify areas where rural residences may be established and where associated related animal uses may be permitted; prevent inappropriate demand for urban services; and establish areas where nonagricultural activities are the primary use of the land, but where agriculture and compatible uses may co-exist.
SD	Special Development	Maximum population density average not to exceed 43,187 persons per square mile. Intended to allow a combination of residential, commercial, and/or manufacturing activities that maximizes the utilization of natural as well as man-made resources; identify areas suitable for large-scale planned developments and to allow cluster-type development to provide more open space; and allow joint planning efforts, such as specific plans, area plans, etc., among adjacent landowners and jurisdictions.
RC	Resource Conservation	Maximum population density average of 77 persons per square mile. Intended to encourage limited rural development that maximizes preservation of open space, watershed, and wildlife habitat areas; identify areas where rural residences may be established on lands with limited grazing potential but which have significant open space values; prevent inappropriate urban population densities in remote and/or hazardous areas of the county; and establish areas where open space and nonagricultural activities are the primary use of the land, but where agriculture and compatible uses may co-exist.

Notes: n/a = not applicable; FAR = floor area ratio; du/ac = dwelling units per acre

3.3 Project Objectives

A clear statement of project objectives allows the analysis of reasonable alternatives to the Project, both on- and off-site, that would feasibly attain most of the basic Project objectives while avoiding or substantially lessening the significant effects of the Proposed Project, which must be analyzed pursuant to CEQA Guidelines Section 15126.6.

The Project is intended to meet the following objectives:

- **Objective 1:** Implement the City of Fontana’s desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment.
- **Objective 2:** Improve area circulation via the realignment of Lytle Creek Road.
- **Objective 3:** Facilitate goods movement for the benefit of local and regional economic growth.
- **Objective 4:** Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
- **Objective 6:** Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.
- **Objective 7:** Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City.

3.4 Discretionary Actions and Approvals

The Project would be entitled by the City of Fontana via one of the two entitlement options detailed below. Both options would facilitate the development of a logistics facility under the applicable land use and zoning designations as shown in the recently-adopted General Plan Update, which include Residential Estate (R-E) and Public Utility Corridor (P-UC); Option 1 would apply a Light Industrial land use designation and zoning. While the Light Industrial zoning does not currently allow for a logistics facility, the City’s in-progress Development Code update is anticipated to allow this use in the Light Industrial zone in the future. If the update is not in place or does not facilitate this use at the time of project consideration, Option 2 would be considered. Refer to **Exhibit 3.0-7A, Proposed Pre-Zoning – Option 1**. Option 2 would apply Regional Mixed Use (RM-U) zoning, with a Warehouse Distribution/Logistics Overlay. Refer to **Exhibit 3.0-7B, Proposed Pre-Zoning – Option 2**. Both options involve a Tentative Parcel Map; refer to **Exhibit 3.0-17, Tentative Parcel Map**.

The SOI expansion and annexation would also require authorization by the San Bernardino County Local Agency Formation Commission (LAFCO) as further discussed herein. In addition, both options would involve a SOI expansion for the West Valley Water District and Project Area annexation into the service areas for West Valley and the SBVMWD. Other potential actions are further identified below.

3.4.1 City of Fontana Discretionary Actions

Option No. 1

1. Request to San Bernardino County LAFCO for a SOI amendment (expansion) to include Assessor’s Parcel Number (APN) 0239-041-15 and portions of APNs 0239-091-13 and -14, and the westerly ROW of Lytle Creek Road encompassing approximately 2.14 acres, into the City of Fontana’s existing SOI.
2. Annexation No. 16-001 to annex a total of 21 parcels and portions of road ROW encompassing approximately 152 acres into the City of Fontana.

3. General Plan Amendment No. 15-005 is a request to:
 - a. Assign a General Plan land use designation of Residential Estate (R-E) to APN 0239-041-15 and to a portion of APN 0239-091-14.
 - b. Change the General Plan land use designation on approximately 76 acres from Residential Estate (R-E) to Light Industrial (I-L).
4. General Plan Amendment No. 17-001 is a request to change the General Plan Circulation Element designation for Lytle Creek Road from a four-lane Secondary Highway to a two-lane Collector.
5. Zone Change No. 15-009 is a request to:
 - a. Assign a pre-zone designation of Residential Estate (R-E) to APN 0239-041-15 and to a portion of APN 0239-091-14; and a pre-zone designation of Light Industrial (M-1) to the portion of APN 0239-091-13 that currently do not have a pre-zone designation.
 - b. Change the **pre-zoning** on approximately 76 acres from Residential Estate (R-E) to Light Industrial (M-1)
6. Development Agreement No. 16-001 is a development agreement (DA) between the City of Fontana and I-15 Logistics, LLC, for the proposed logistics facility. The following are some of the items the DA could establish:
 - a. Responsibilities for any off-site improvement requirements.
 - b. The entitlements and the net development impact fees associated with the development of the proposed logistics facility.
 - c. The period of time during which the entitlements for the logistics facility will remain vested.
7. Design Review No. 16-003 is a request for approval of the plan, site improvements, and building elevations (architecture) for the approximately 1,175,720-square-foot logistics facility building.
8. Tentative Parcel Map No. 19712 is a request to create one parcel consisting of approximately 76 acres for the Logistics Site.

Option No. 2

1. Request to San Bernardino County LAFCO for a SOI amendment (expansion) to include Assessor's Parcel Number (APN) 0239-041-15 and portions of APNs 0239-091-13 and -14, and the westerly ROW of Lytle Creek Road encompassing approximately 2.14 acres, into the City of Fontana's existing SOI.
2. Annexation No. 16-001 to annex a total of 21 parcels and portions of road ROW encompassing approximately 152 acres into the City of Fontana.
3. General Plan Amendment No. 15-005 is a request to:
 - a. Assign a General Plan land use designation of Residential Estate (R-E) to APN 0239-041-15 and to a portion of APN 0239-091-14.

- b. Change the General Plan land use designation on approximately 76 acres from Residential Estate (R-E) to Regional Mixed Use (RM-U).
4. General Plan Amendment No. 17-001 is a request to change the General Plan Circulation Element designation for Lytle Creek Road from a four-lane Secondary Highway to a two-lane Collector.
5. Zone Change No. 15-009 is a request to:
 - a. Assign a pre-zone designation of Residential Estate (R-E) to APN 0239-041-15 and to a portion of APN 0239-091-14; and a pre-zone designation of Regional Mixed Use (R-MU) to the portion of APN 0239-091-13 that currently do not have a pre-zone designation.
 - b. Change the **pre-zoning** on approximately 76 acres from Residential Estate (R-E) to Regional Mixed Use (R-MU).
 - c. Modify the language in Division 9 (Warehouse Distribution/Logistics Overlay District) and the boundaries shown in Figure 1 (Warehouse Distribution/Logistics Overlay Boundary Map) of Division 9 of the City of Fontana Municipal Code to reflect the addition of the Logistics Site (76 acres) to the overlay district.
6. Zone Change No. 16-013 is a request to apply the Warehouse Distribution/Logistics Overlay District (WDLOD) to approximately 76 acres.
7. Development Agreement No. 16-001 is a development agreement (DA) between the City of Fontana and I-15 Logistics, LLC, for the proposed logistics facility. The following are some of the items the DA could establish:
 - a. Responsibilities for any off-site improvement requirements.
 - b. The entitlements and the net development impact fees associated with the development of the proposed logistics facility.
 - c. The period of time during which the entitlements for the logistics facility will remain vested.
8. Design Review No. 16-003 is a request for approval of the plan, site improvements, and building elevations (architecture) for the approximately 1,175,720-square-foot logistics facility building.
9. Conditional Use Permit (CUP No. 16-029) to permit a logistics facility within the WDLOD.
10. Tentative Parcel Map No. 19712 is a request to create one parcel consisting of approximately 76 acres for the Logistics Site.

Other City Actions

Actions that the City would consider in initiating the annexation for the identified Project Area would be as follows (which could be undertaken in one resolution or in separate resolutions):

1. CEQA compliance:

- a. Certification of the EIR
 - b. EIR certification findings
 - c. Adoption of Findings for the Significant Impacts and Alternatives considered in the EIR (Findings), and if necessary, a Statement of Overriding Considerations
 - d. Adoption of a Mitigation Monitoring and Reporting Program
2. Consideration of discretionary actions listed in subsection 3.4.1 above
3. Direct City staff to file the Notice of Determination

3.4.2 West Valley Water District Discretionary Actions

Assuming approval and completion of the City actions listed above, the West Valley Water District would consider the following actions:

1. Request to San Bernardino County LAFCO for an SOI amendment (expansion) to include 4.83 acres of the Project Area into the West Valley Water District's existing SOI.
2. Annexation to annex a total 4.83 acres of the Project Area, including 3 parcels and portions of road ROW encompassing approximately acres into West Valley's service area.

3.4.3 San Bernardino Valley Municipal Water District Discretionary Actions

Assuming approval and completion of the City actions listed above, the San Bernardino Valley Municipal Water District would consider the following actions:

1. Annexation to annex a total 4.83 acres of the Project Area, including 3 parcels and portions of road ROW encompassing approximately acres into the San Bernardino Valley Municipal Water District.

3.4.4 Fontana Fire Protection District

Assuming the approval and completion of the City actions listed above, the Fontana Fire Protection District would consider the following actions:

1. Request to the Fontana Fire Protection District for an SOI amendment (expansion) to include Assessor's Parcel Number (APN) 0239-041-15 and portions of APNs 0239-091-13 and -14, and the westerly ROW of Lytle Creek Road encompassing approximately 2.14 acres into the Fire Protection District's SOI.
2. Request to the Fontana Fire Protection District to annex Assessor's Parcel Number (APN) 0239-041-15 and portions of APNs 0239-091-13 and -14, and the westerly ROW of Lytle Creek Road encompassing approximately 2.14 acres into the Fire Protection District's SOI.

3.4.5 San Bernardino County Local Agency Formation Commission Consideration and Discretionary Actions

The San Bernardino County Local Agency Formation Commission will serve as a responsible agency under CEQA. LAFCO will rely on this EIR in considering the discretionary actions under LAFCO's jurisdiction and authority regarding proposed SOI amendments and/or annexations requested by the City, West Valley, SBVMWD, and Fontana Fire Protection District.

Because the City is the lead agency for the Project under CEQA, actions taken by the City would precede those taken by LAFCO.

Assuming approval and completion of the City, West Valley Municipal Water District, San Bernardino Valley Municipal Water District, and Fontana Fire Protection District actions listed above, LAFCO would consider the following actions:

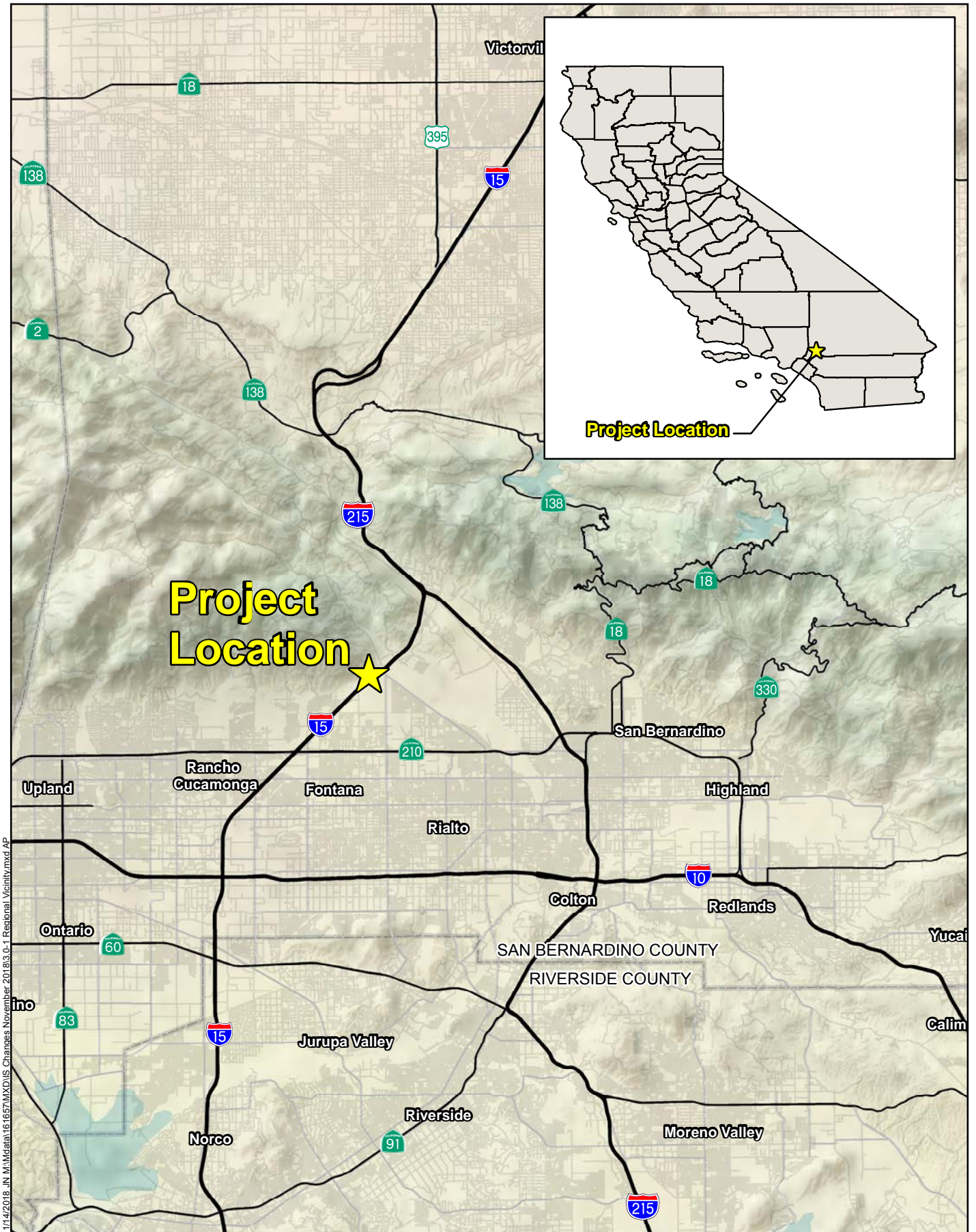
1. Acting as a CEQA responsible agency pursuant to CEQA Guidelines Section 15096(f), make the finding that LAFCO has considered the environmental effects of the Project identified in the EIR, adopt Findings, and (if applicable) adopt the Statement of Overriding Considerations.
2. Consider the requests from the City, West Valley, and Fontana Fire Protection District for SOI amendments (expansion).
3. Consider the request from the City, West Valley, SBVMWD, and the Fontana Fire Protection District for annexation of the Project Area into their respective jurisdictions/service areas.
4. Pursuant to Government Code Sections 56880 and 56881, adopt a Resolution Making Determinations regarding the SOI and annexation proposals, including any conditions that may have been imposed.
5. Pursuant to Government Code Section 57000, commence conducting authority proceedings, including holding a protest hearing pursuant to Government Code Section 57050.
6. Direct LAFCO staff to file the Notice of Determination.

3.4.6 Potential Discretionary Actions or Approvals from Other Agencies

Development of the logistics facility or improvements to Lytle Creek Road may require additional actions or approvals from agencies, including, but not limited to:

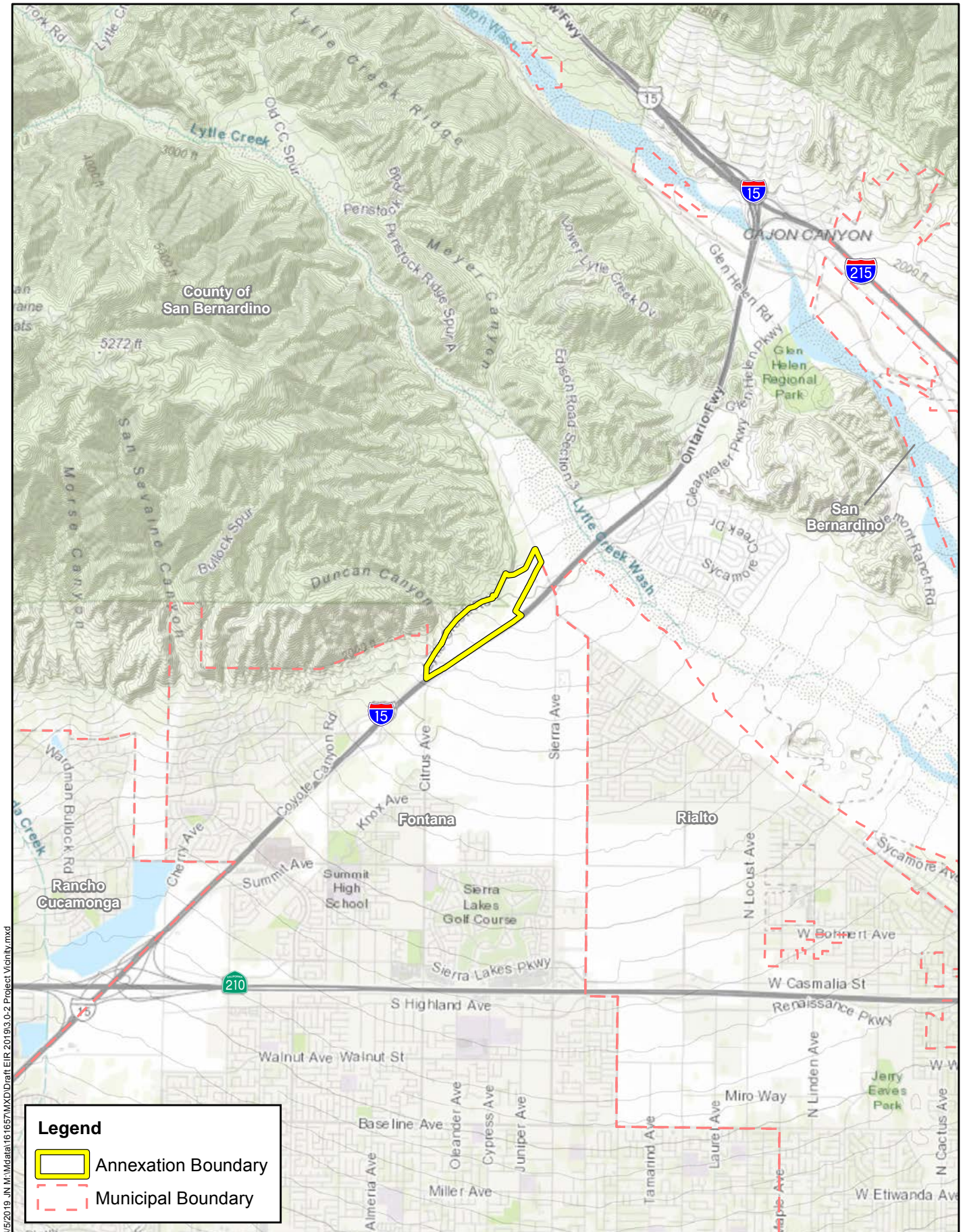
- County of San Bernardino
- Santa Ana Regional Water Quality Control Board
- Caltrans
- California Department of Fish and Wildlife (CDFW)
- United States Army Corps of Engineers (USACE)

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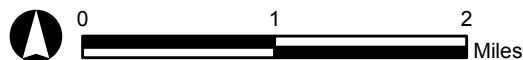
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Legend

Annexation Boundary

Municipal Boundary

Michael Baker
INTERNATIONAL

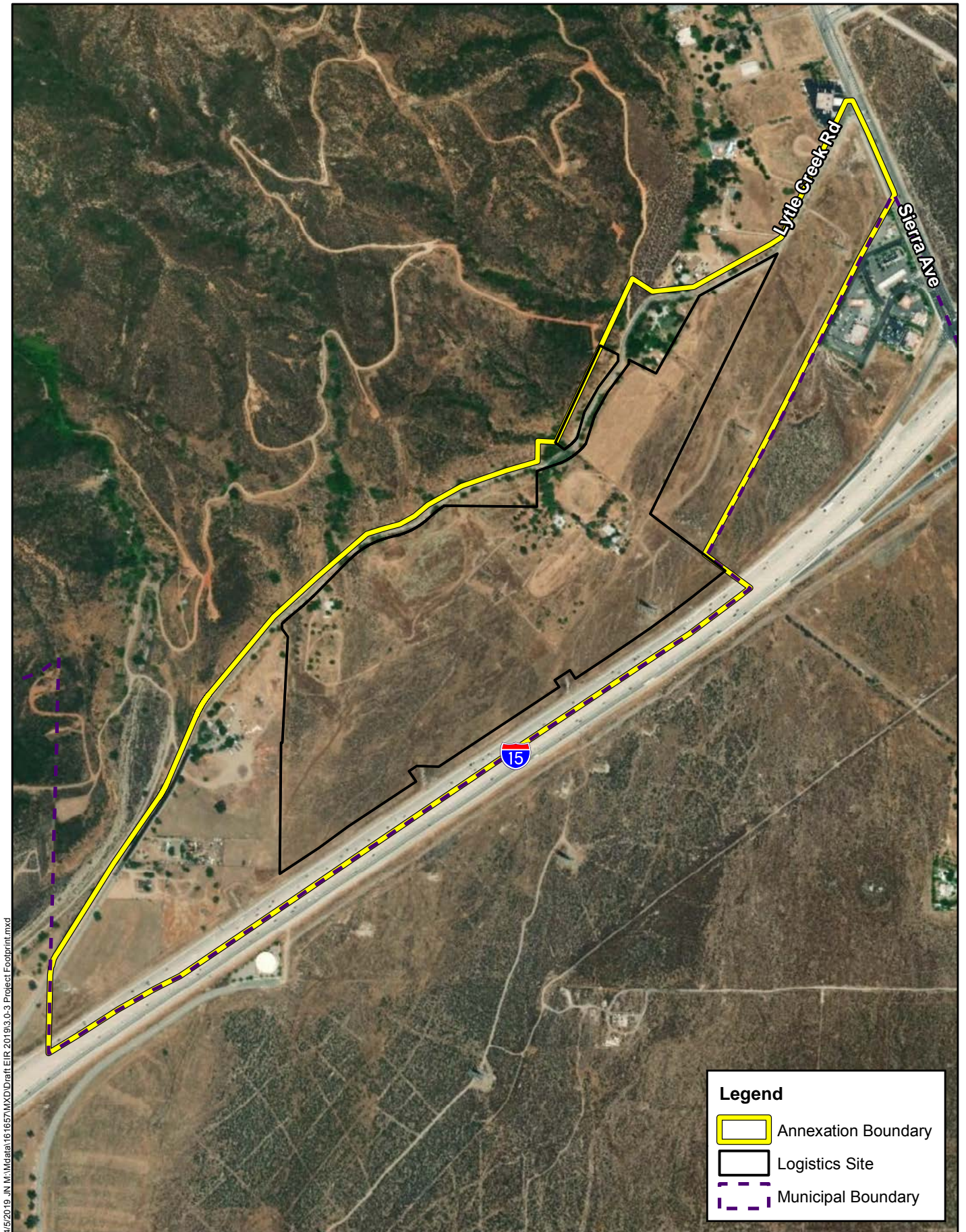


Source: ESRI USA Topographic Basemap, San Bernardino County, United States Geological Survey

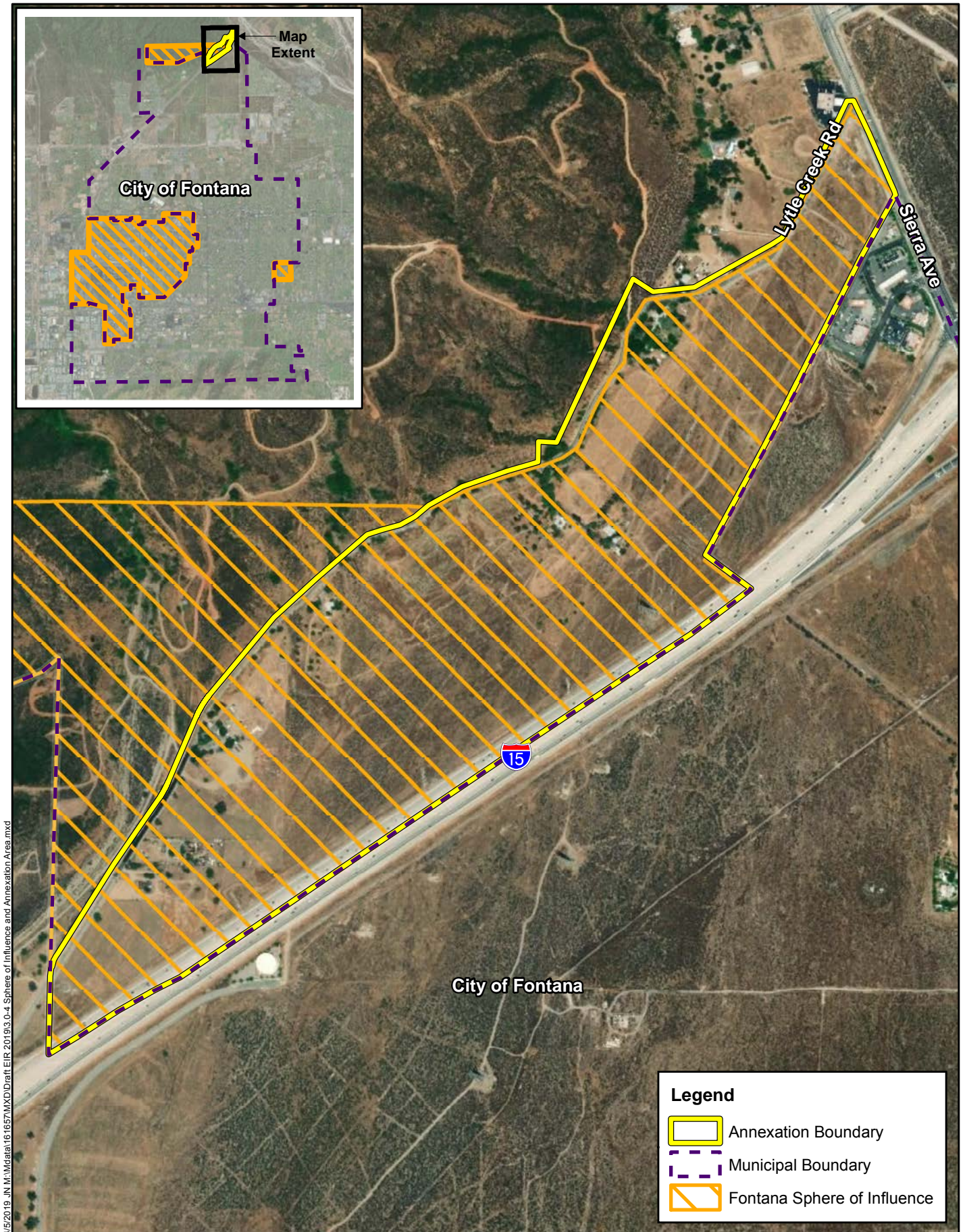
I-15 LOGISTICS
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Project Vicinity

Exhibit 3.0-2

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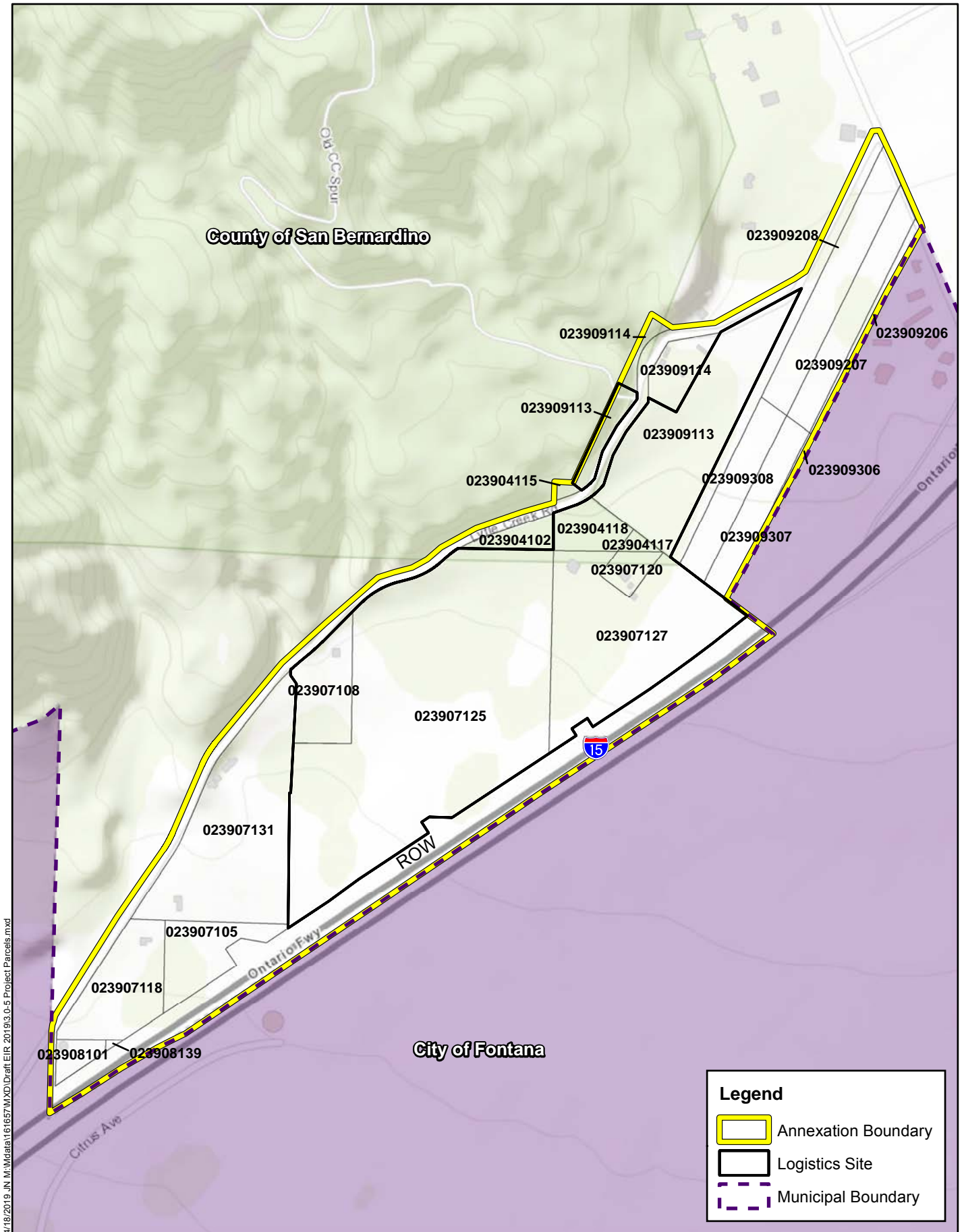
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I-15 LOGISTICS
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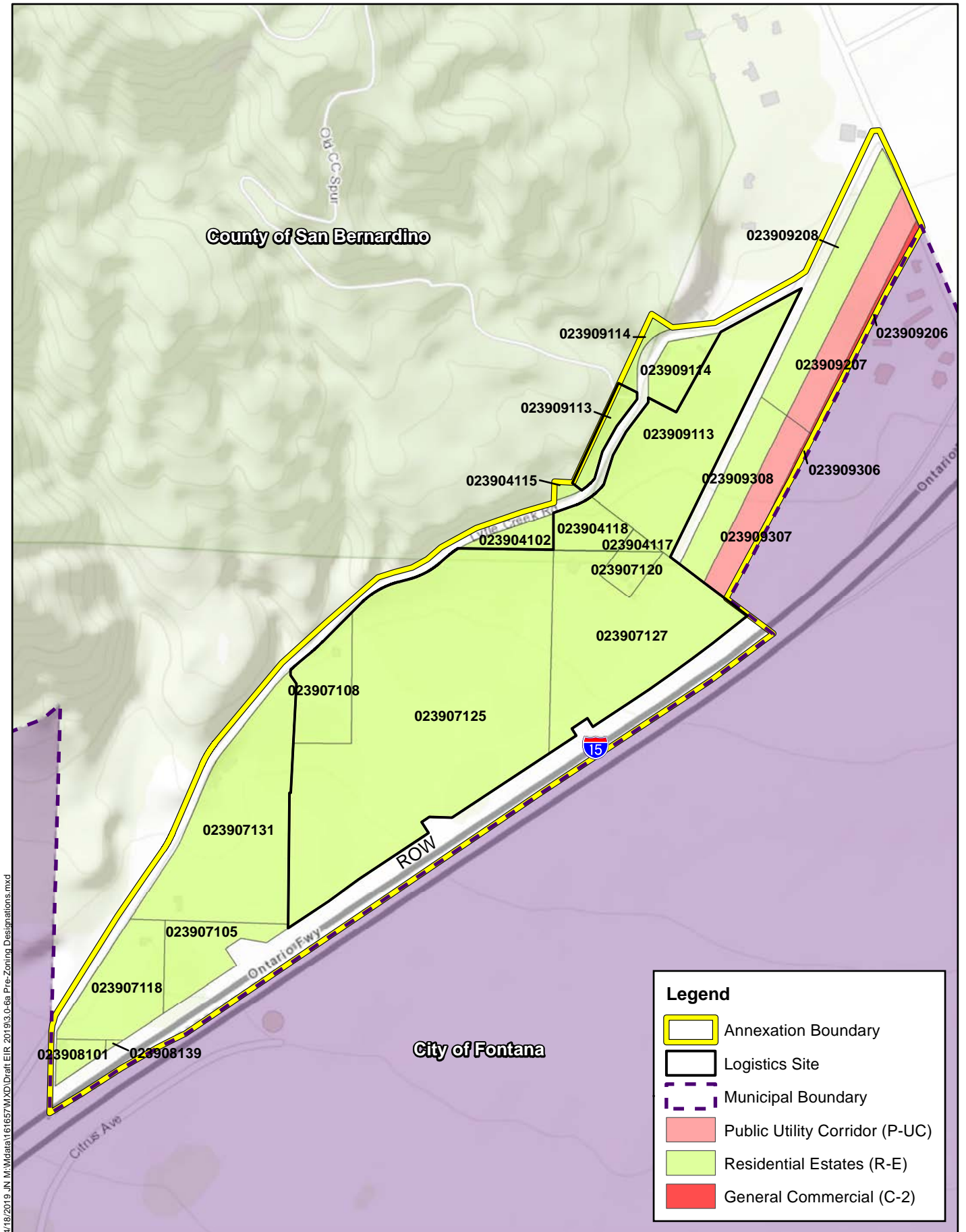


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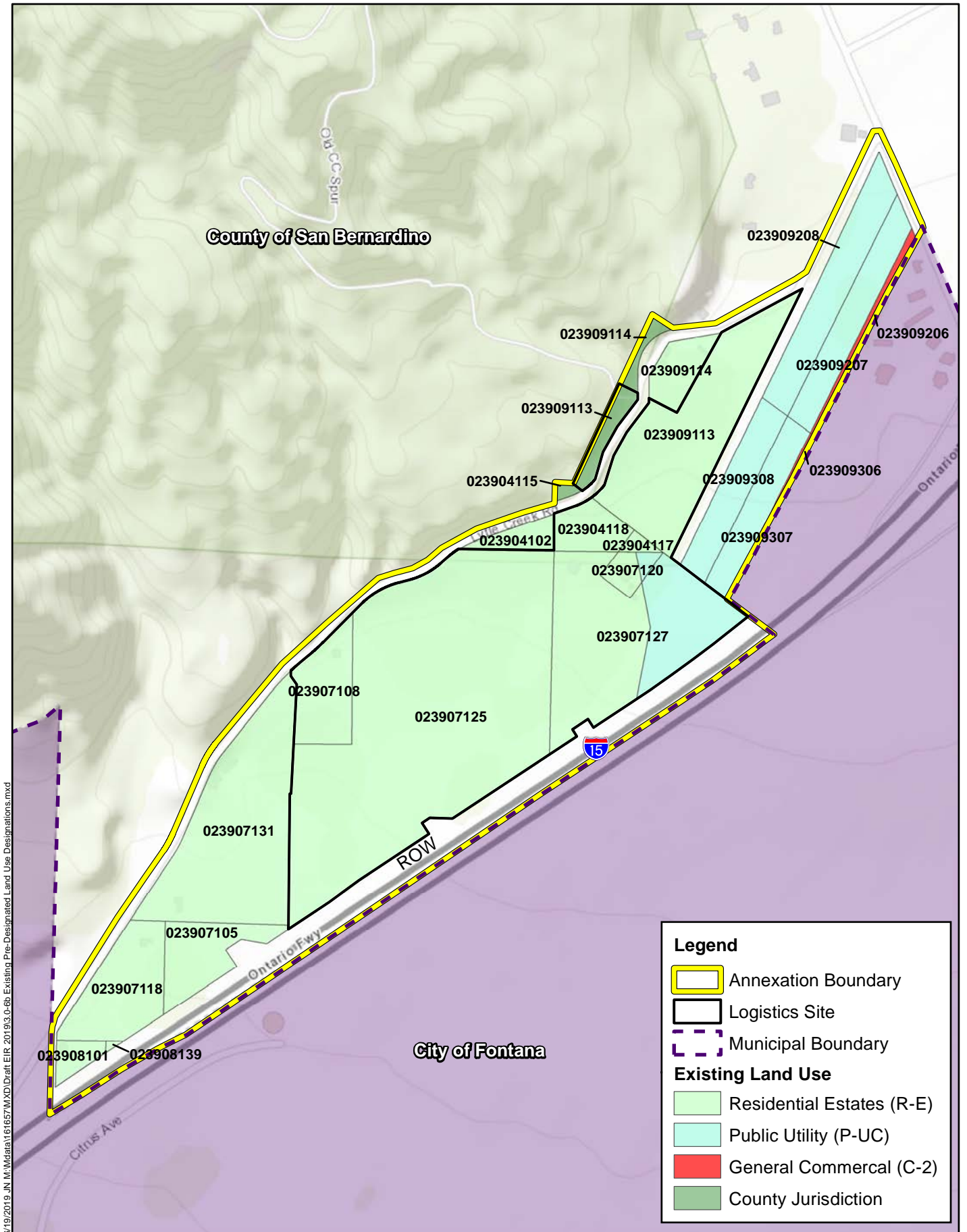
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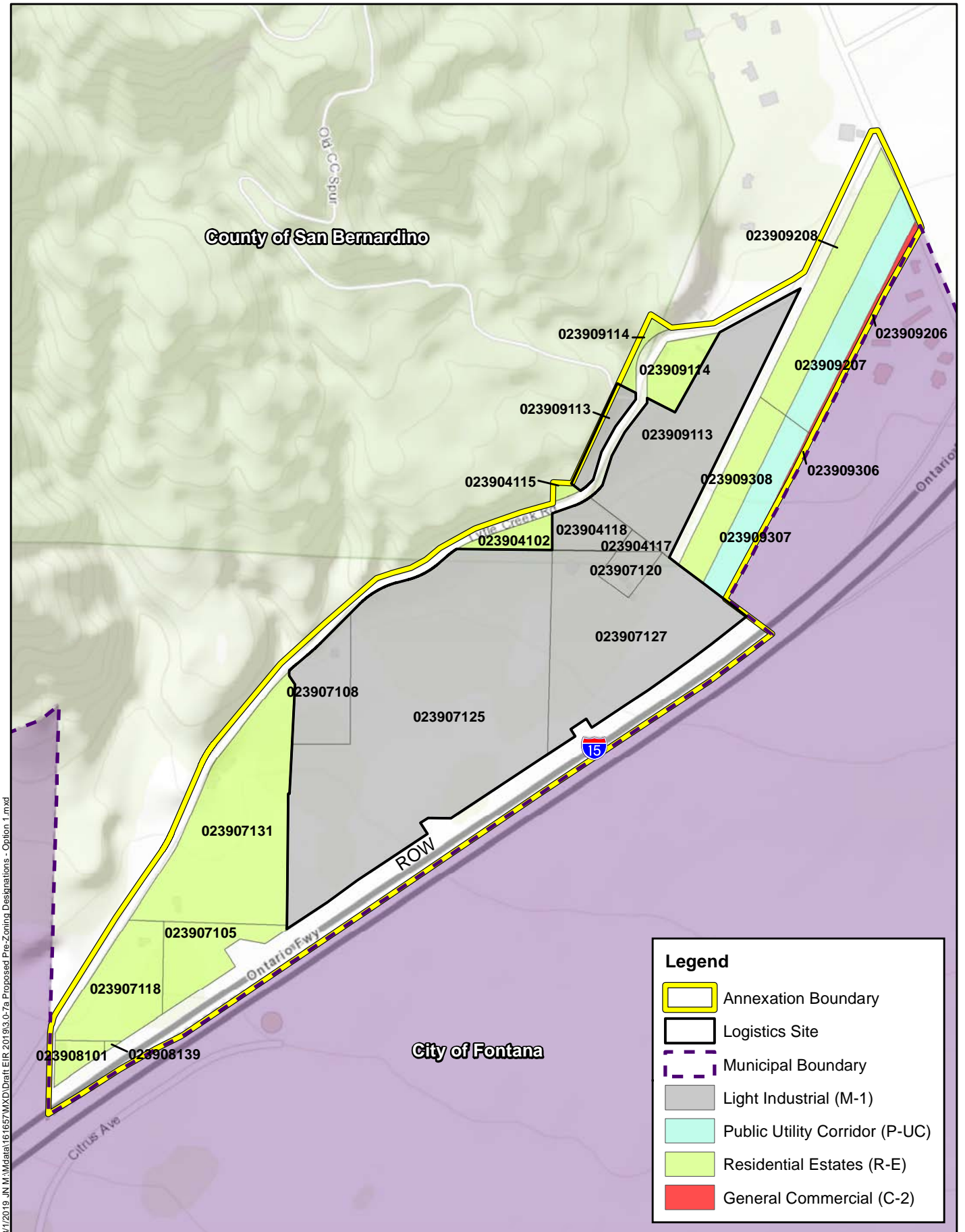


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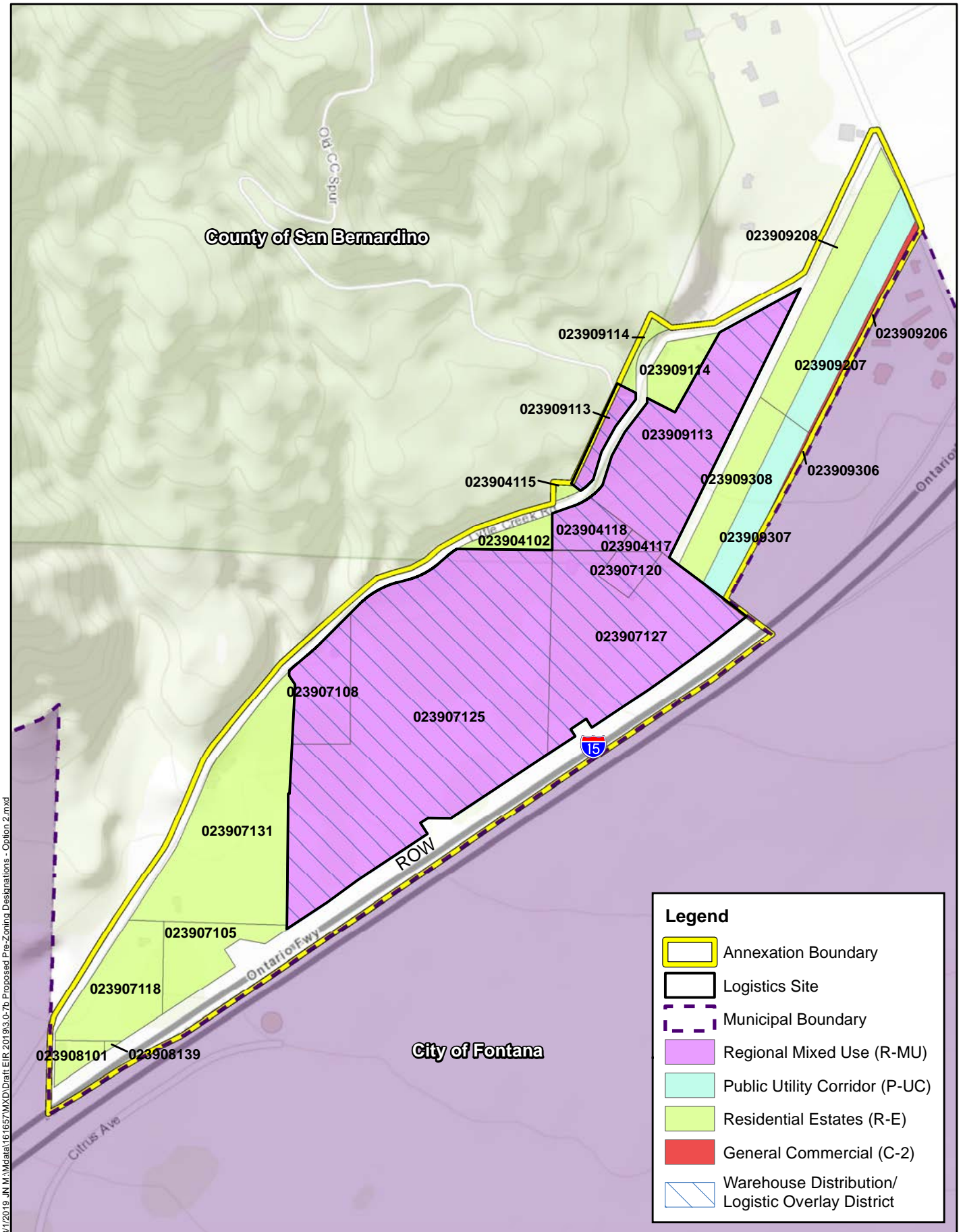


I-15 LOGISTICS
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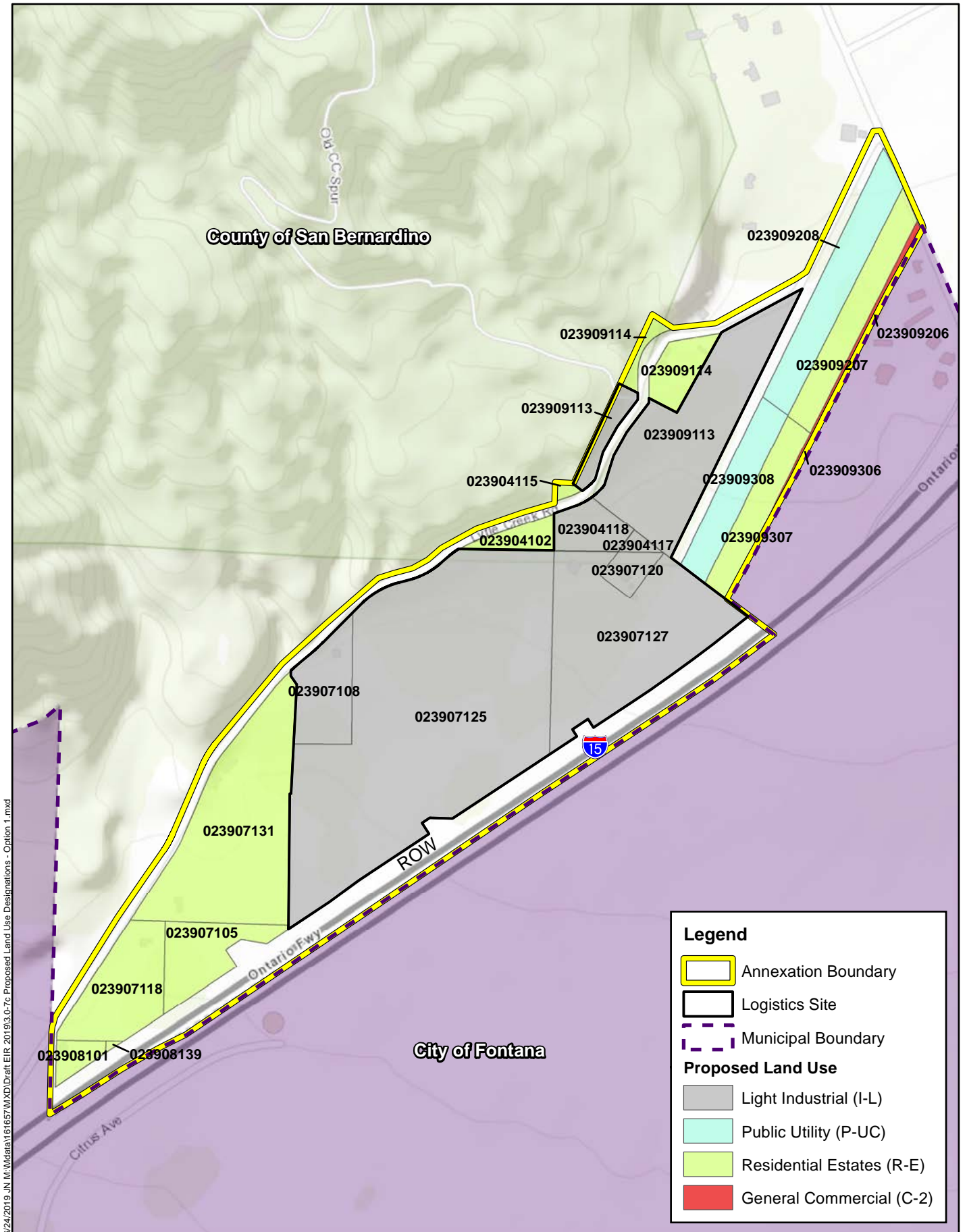
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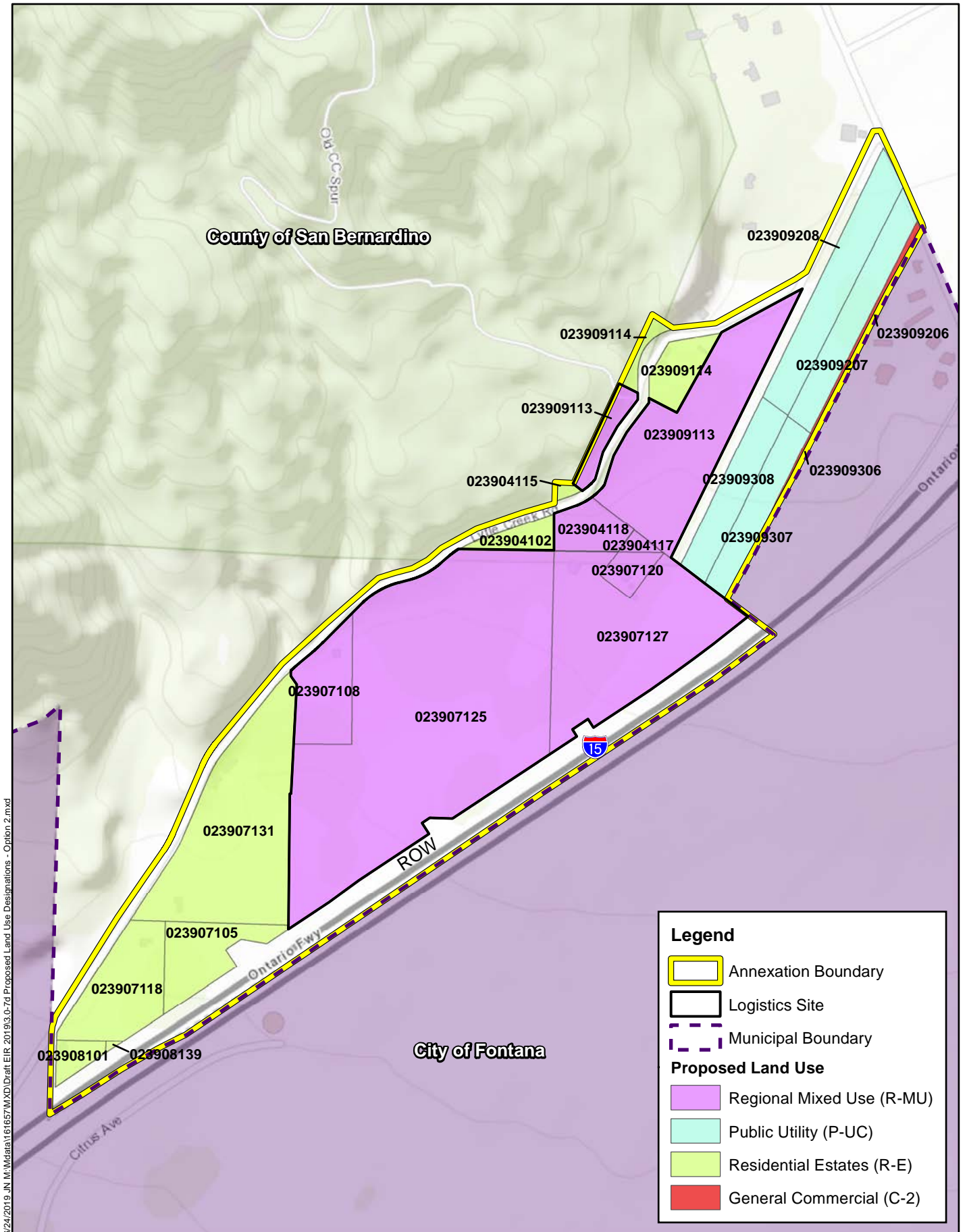
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DRAFT EIR

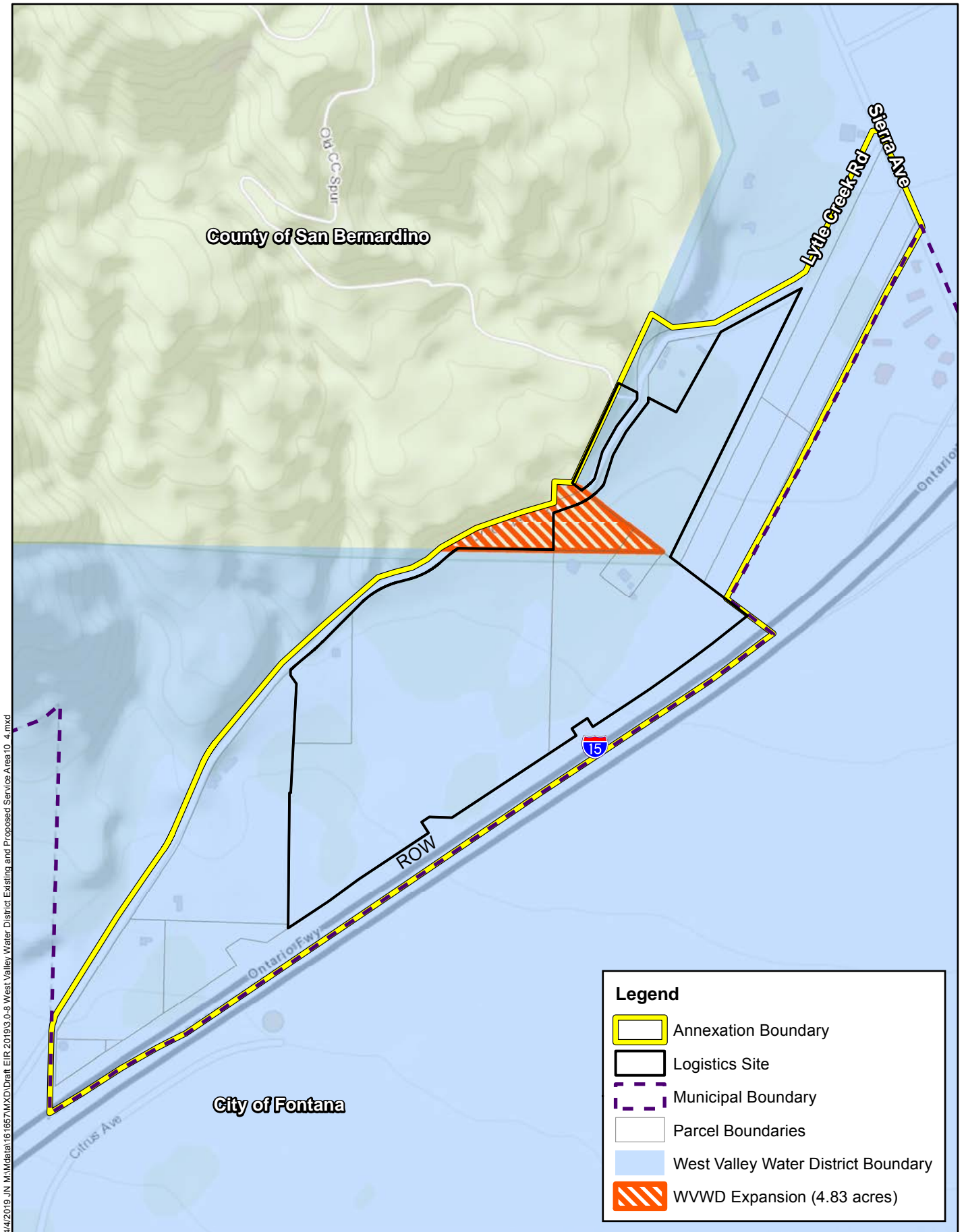
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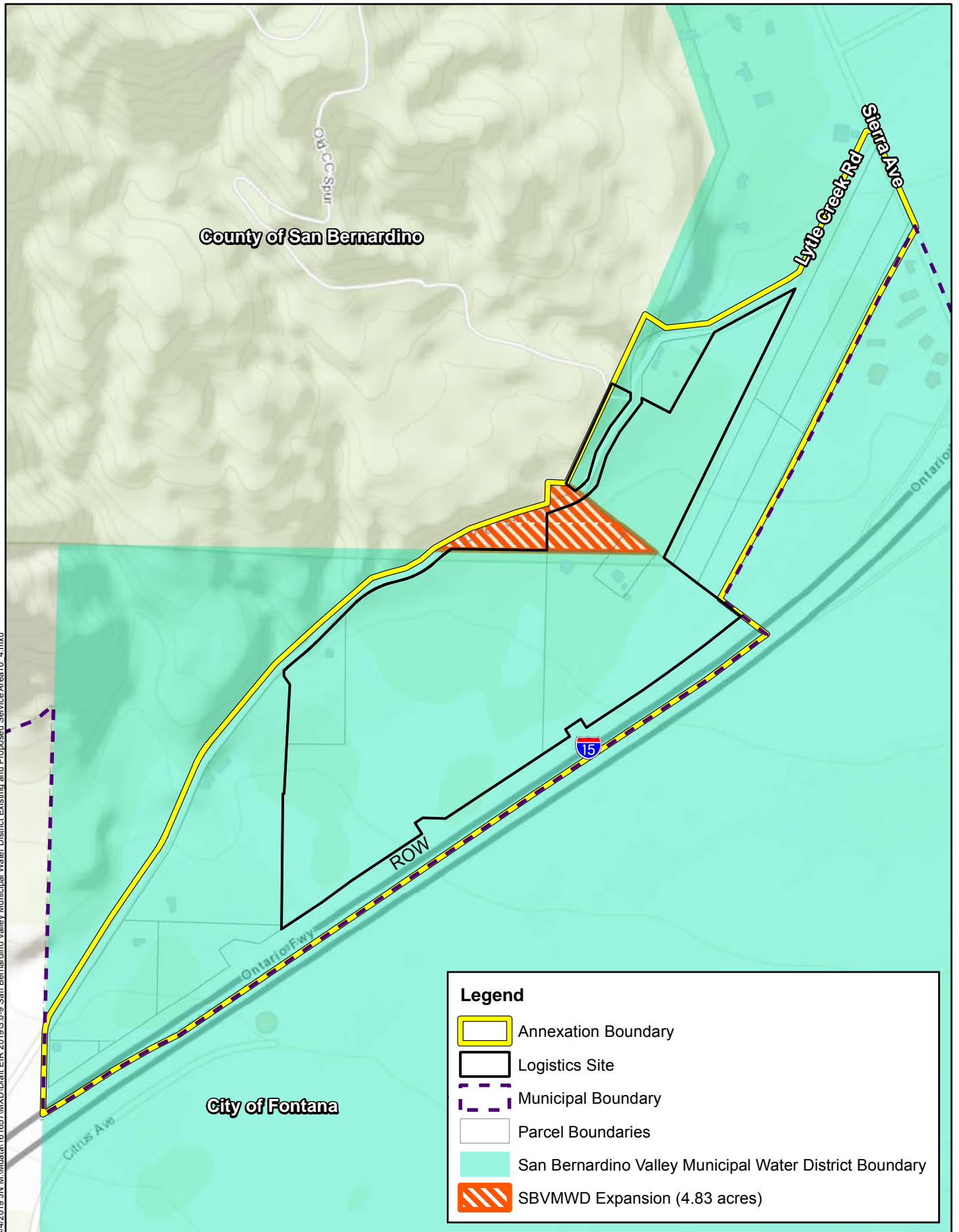
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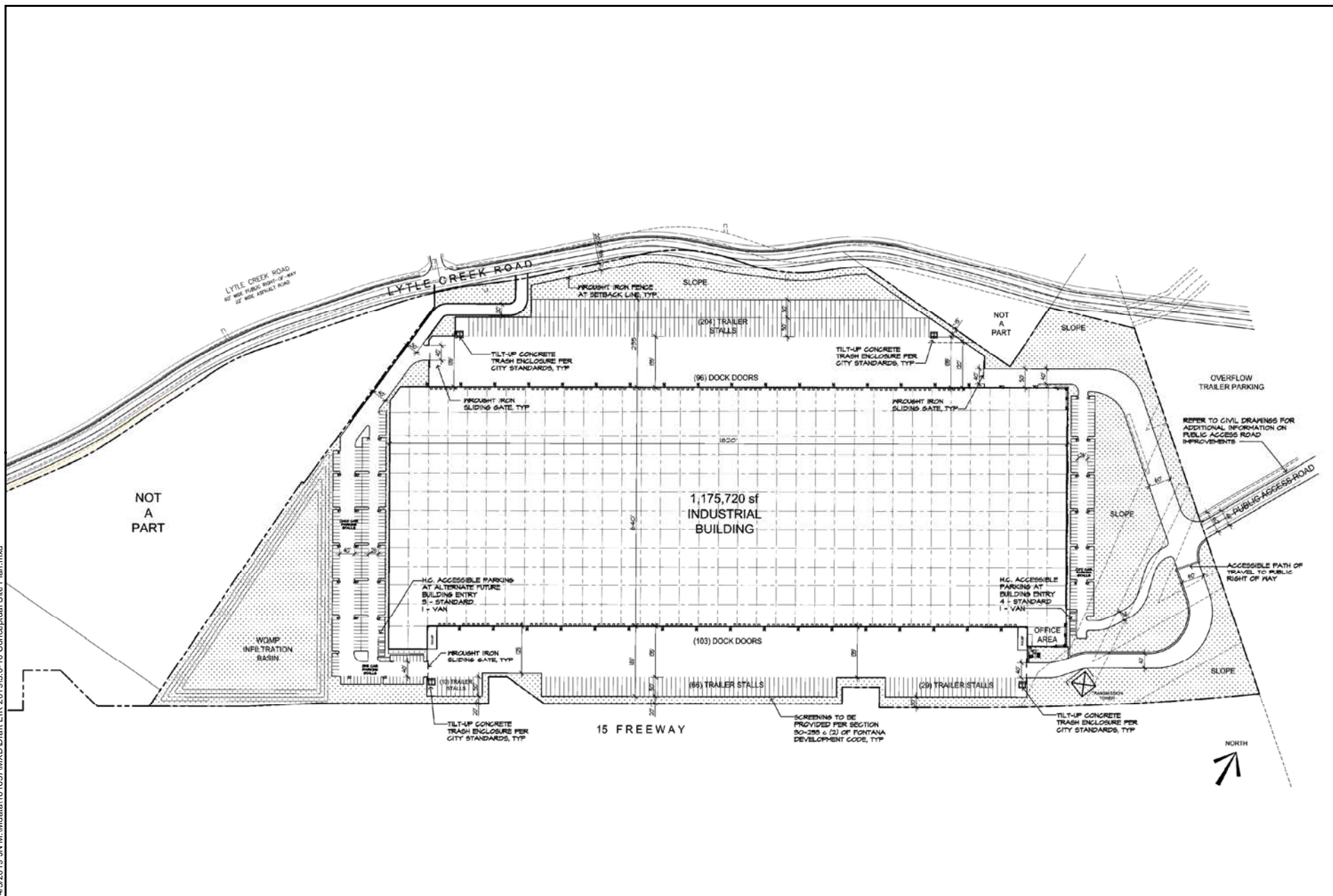


I - 15 LOGISTICS
DRAFT EIR

San Bernardino Valley Municipal Water District
Existing and Proposed Service Area

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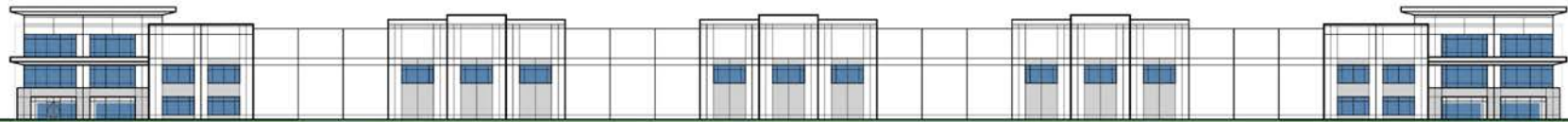
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CAPROCK WAREHOUSE PROJECT
INITIAL STUDY
Conceptual Site Plan

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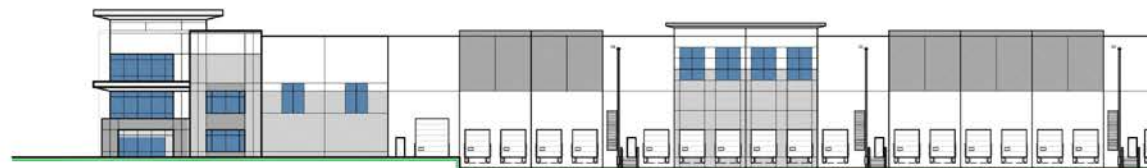
4/4/2019 JN.M:\data\161657\MXD\Draft EIR 2019\3.0-11 Elevations.mxd



ORIGINAL ELEVATION DESIGN



REVISED ELEVATION DESIGN (EAST AND WEST)



PARTIAL ENLARGED SOUTH ELEVATION

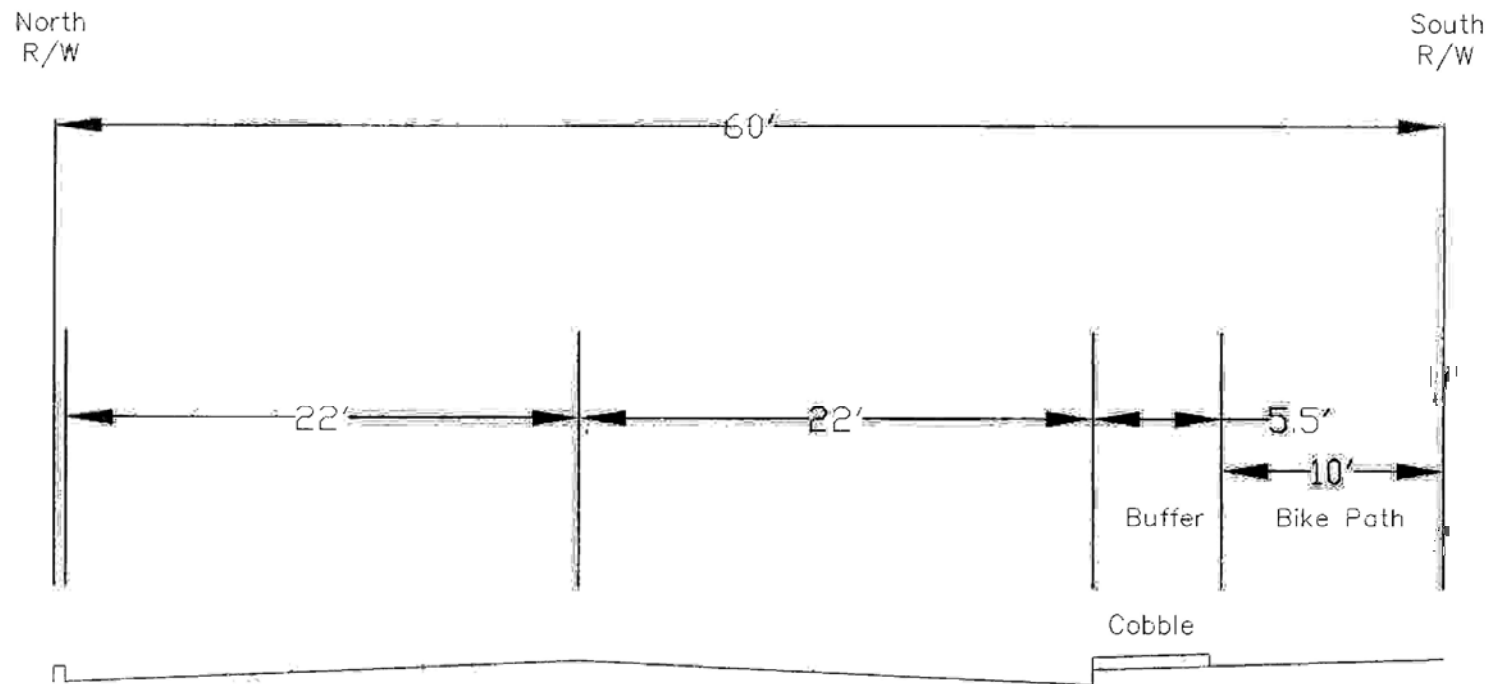


ORIGINAL ELEVATION DESIGN



REVISED ELEVATION DESIGN (SOUTH FACING I-15 FREEWAY)

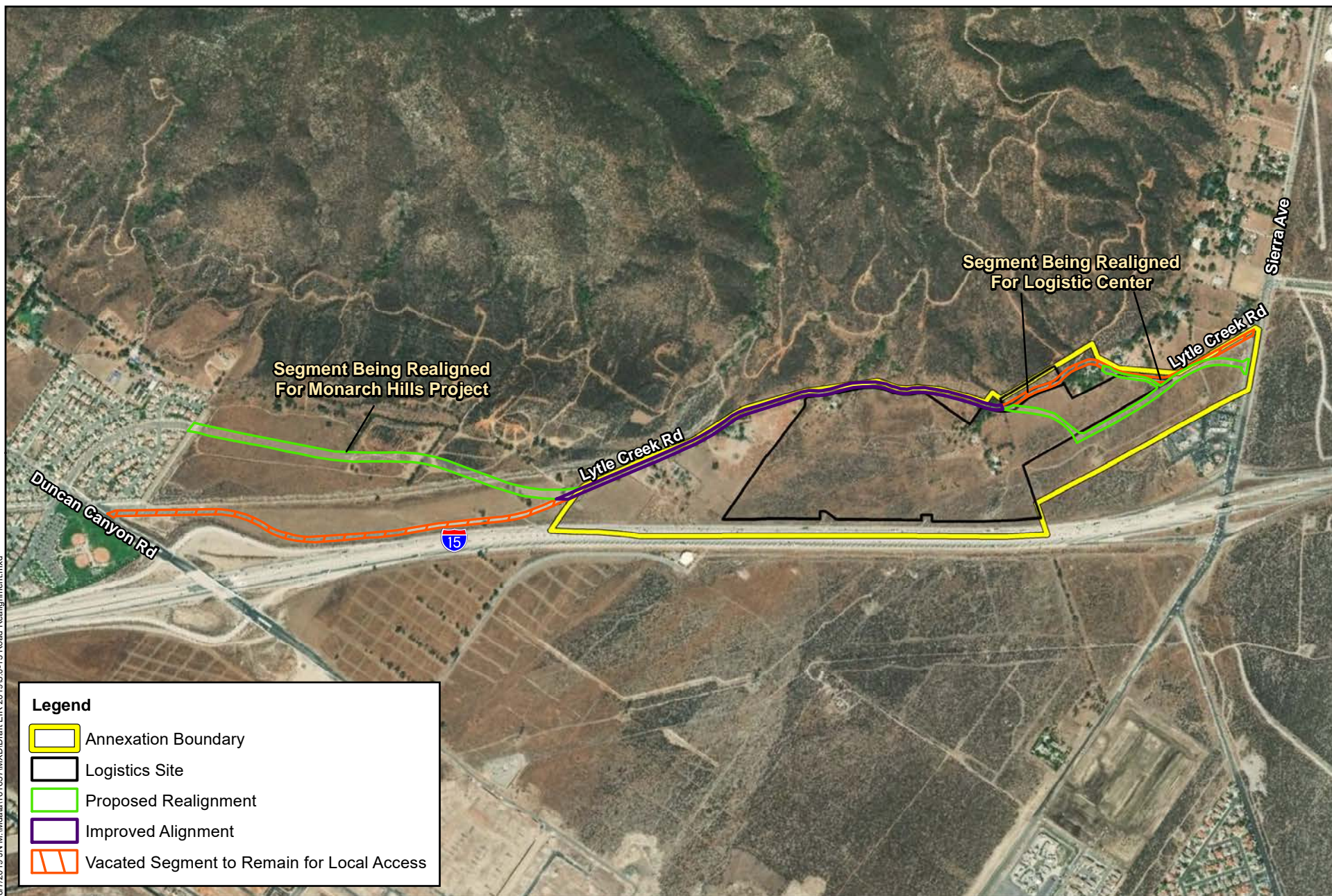
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Lytle Creek Road
Alternative 1
(Modified Collector)

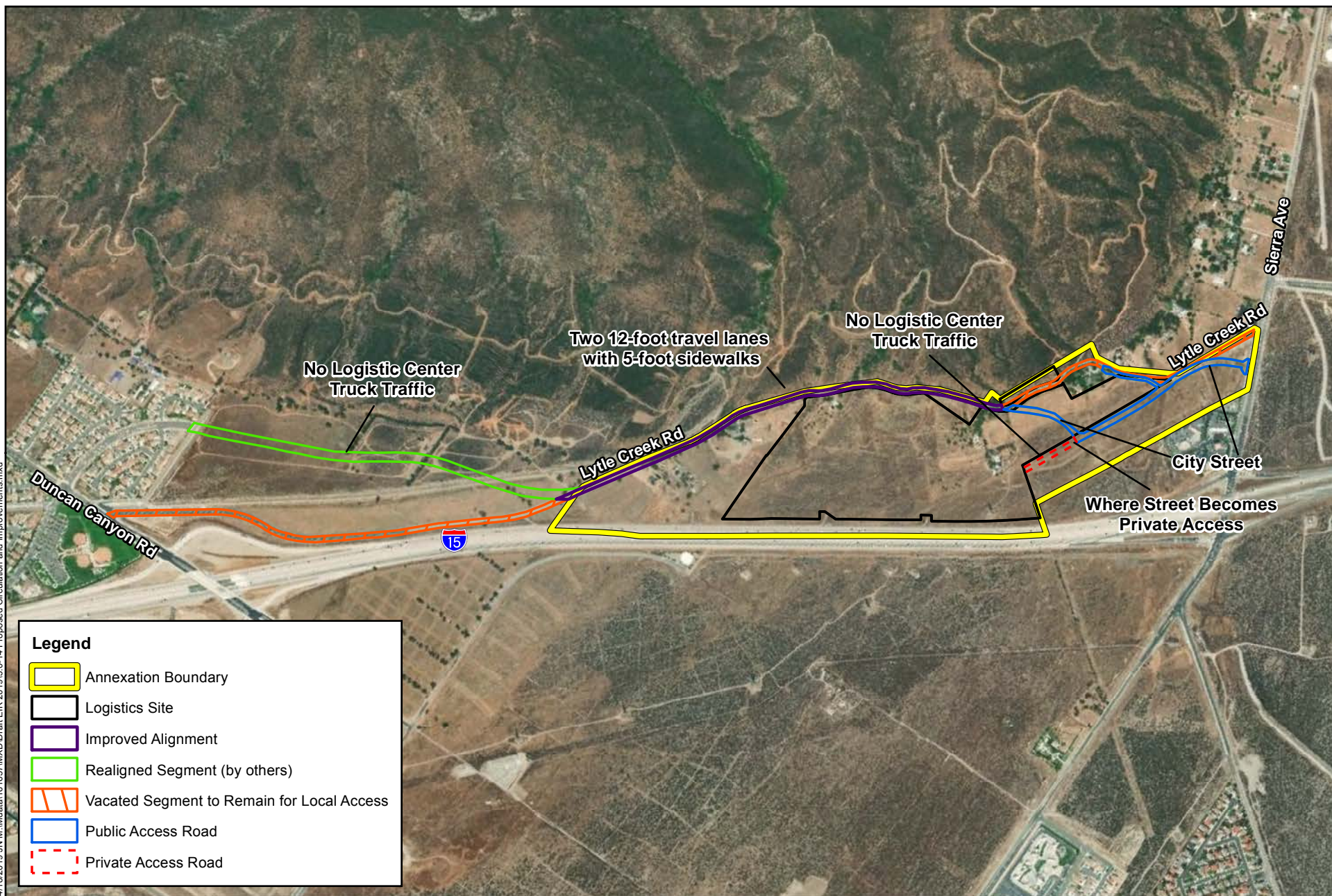
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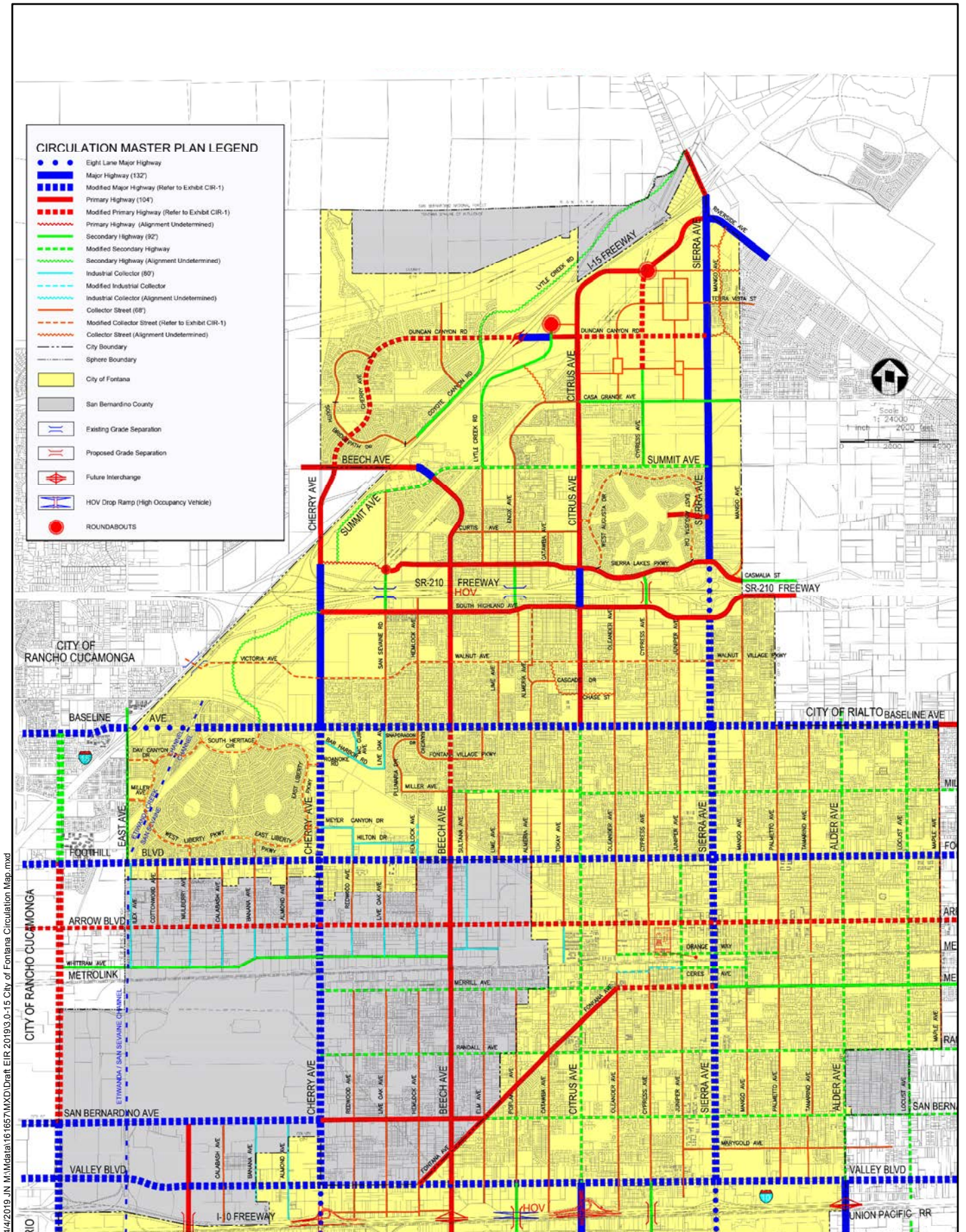


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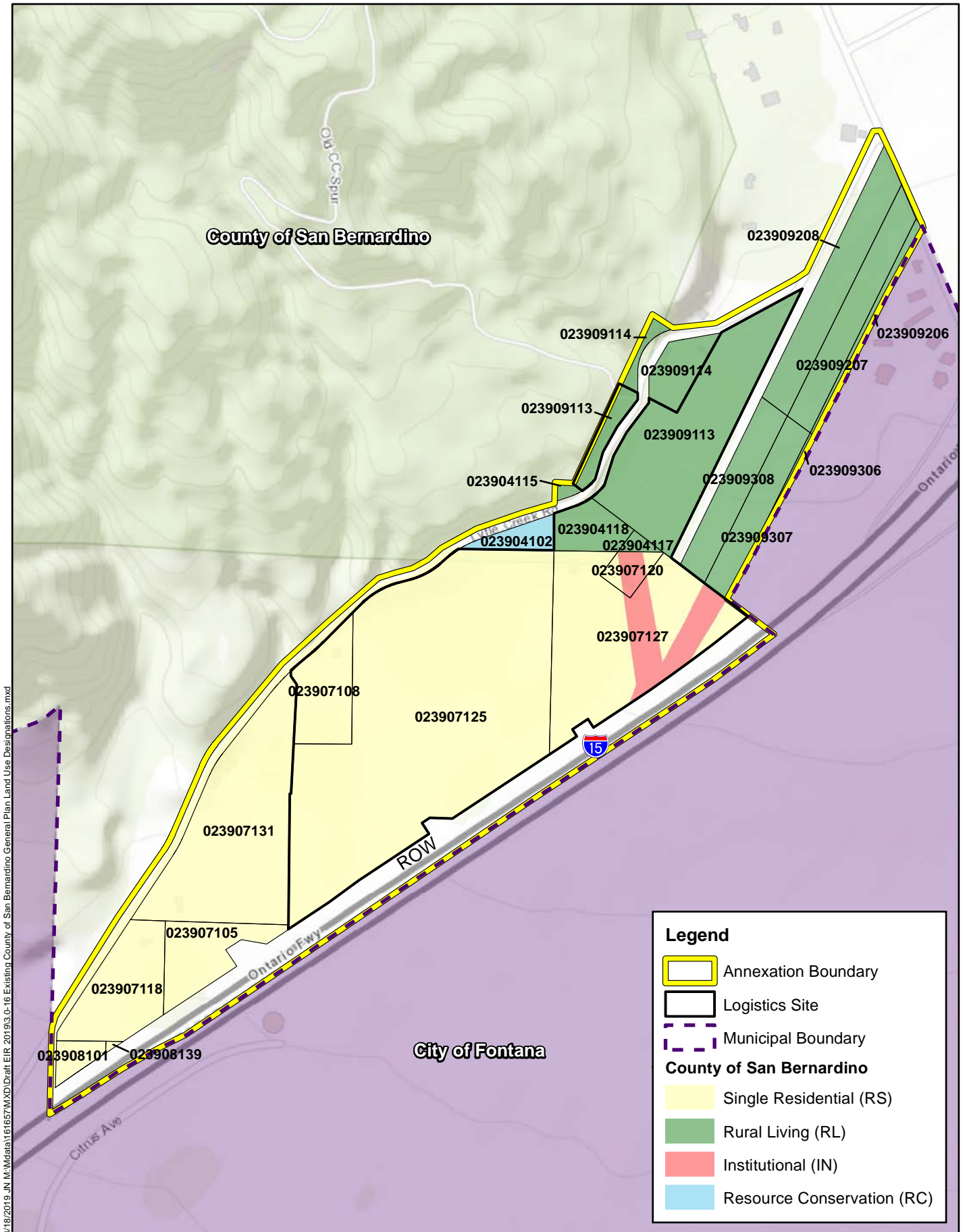
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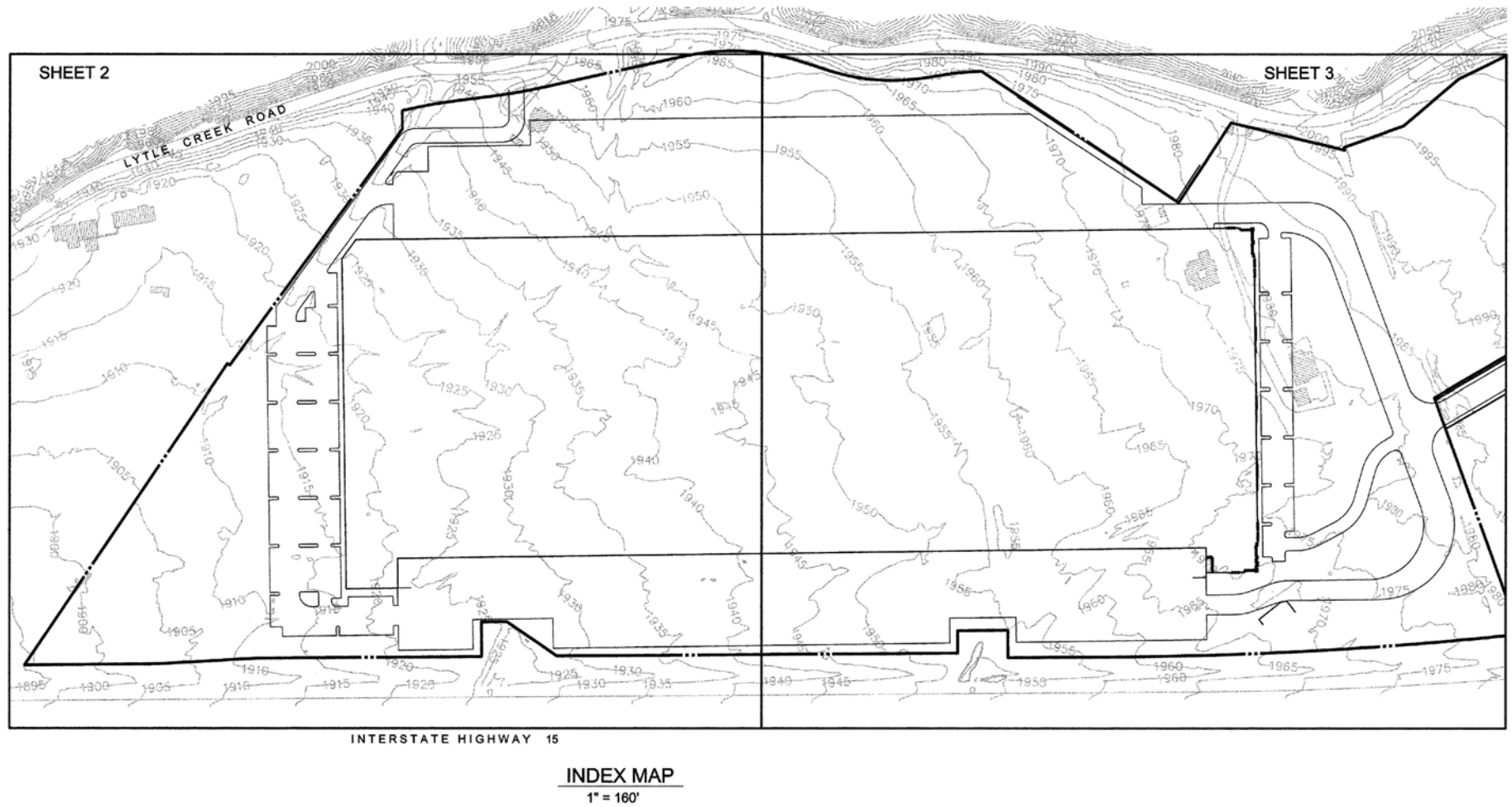
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4.0 Introduction to Environmental Analysis

This Draft EIR analyzes those environmental issue areas identified during project scoping as having the potential for significant impacts.

4.1 Section Content and Definition of Terms

This Draft EIR examines the following environmental topic areas outlined in the CEQA Guidelines Appendix G Environmental Checklist Form:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Energy
- 4.6 Geology and Soils
- 4.7 Greenhouse Gas Emissions
- 4.8 Hazards and Hazardous Materials
- 4.9 Hydrology and Water Quality
- 4.10 Land Use and Planning
- 4.11 Noise
- 4.12 Public Services and Recreation
- 4.13 Traffic and Circulation
- 4.14 Tribal Cultural Resources
- 4.15 Utilities and Service Systems
- 4.16 Wildfire

The following environmental issue areas are addressed in Section 5.0, Effects Not Found to Be Significant:

- Agriculture and Forestry Resources
- Mineral Resources
- Population and Housing
- Recreation

Each potentially significant environmental issue is addressed in a separate section of the Draft EIR (Sections 4.1 through 4.16) and includes the following general subsections:

- Existing Conditions describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.
- Regulatory Framework describes the pertinent policies, standards, and codes that exist at this time and which may influence or affect the regulatory environment of the proposed project, or with which the project must comply,
- Thresholds for Determination of Significance describes the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G Environmental Checklist.

4.2 Impact Analysis

4.2.1 Previous Analysis as a part of General Plan EIR (SCH. 2016021099) Document

As noted in Section 2.0 of this Draft EIR, the City of Fontana certified the General Plan EIR (Sch No. 2016021099) in late 2018. As part of the General Plan EIR, the City evaluated annexation of a majority of the Project site, with the exception of 2.14 acres of the Project site. More specifically, the General Plan EIR assessed the potential impacts associated with future annexation and development of project site consistent with the Rural Estate (R-E) and Public Utilities land use designation. As a result, the impact analysis in this Draft EIR focuses on the proposed project components that were not previously analyzed in the City of Fontana General Plan EIR. These primarily include development of the proposed Logistics Site and associated improvements to support the development and annexation of approximately 2.14 acres north of Lytle Creek Road (not previously considered within the General Plan EIR). The proposed annexation of the project site, with the exception of the 2.14-acre portion of the site, has already been analyzed and is therefore not analyzed further within this Draft EIR. Further discussion of these Project components are discussed in greater detail in Section 3.0, Project Description.

4.2.1 Thresholds of Significance

The level of significance identifies the degree or severity of an impact with implementation of the proposed project. Impacts are classified as a significant impact, less than significant impact with mitigation, less than significant, or no impact. Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.

Major sources used in crafting significance criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (CEQA Guidelines Section 15064[b]). Principally, “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The

exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant when compared to the presented criteria. All of the potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational and maintenance (long-term) effects are considered. Each section also addresses cumulative impacts (described further below) and identifies any significant and unavoidable impacts.

4.2.2 Mitigation Measures

Mitigation measures are those project-specific measures that would be required of the proposed project to avoid a significant adverse impact, to minimize a significant adverse impact, to rectify a significant adverse impact by restoration, to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations, or to compensate for the impact by replacing or providing substitute resources or environment. Mitigation measures are included throughout Sections 4.1 through 4.16, where necessary, to address an identified potentially significant impact.

Where significant impacts cannot be feasibly mitigated to less than significant levels, they would be considered significant and unavoidable impacts. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” and the project approved (CEQA Guidelines Section 15093[a]).

4.3 Cumulative Impact Evaluation

Cumulative impacts are defined in the CEQA Guidelines (Section 15355) as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact occurs from a “change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.” Consistent with CEQA Guidelines Section 15130(a), the discussion in this EIR focuses on the identification of any significant cumulative impacts and, where present, the extent to which the proposed project would constitute a considerable contribution to the cumulative impact. CEQA Guidelines Section 15130(b) states the following:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

4.3.1 Methodology

To identify the projects to be analyzed in the evaluation of cumulative impacts, CEQA Guidelines Section 15130(b) requires that an EIR employ either:

- **The List Approach** – entails listing past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- **The Projection Approach** – uses a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual Cumulative Impacts subsection in the section addressing each environmental topic presents impacts and mitigation measures for the proposed project. For most environmental topic areas, the list approach is used. The list of potentially relevant projects, a detailed methodology, and relevant planning documents are considered in each Cumulative Impacts subsection.

Past projects include those land uses that have been previously developed and comprise the existing environment. Present projects include those projects recently approved or under construction. Probable future projects are those that are reasonably foreseeable, such as those for which an application is on file and in process with a local planning department. The cumulative projects listed in **Table 4-1, Cumulative Projects**, have been determined to be reasonably foreseeable; the list was developed by the City of Fontana in consultation with the County Planning Department and the City of Rialto. These projects are considered in the cumulative impact analysis, as appropriate.

Refer to **Exhibit 4.0-1, Cumulative Projects**, for the location of each project relative to the proposed project site. **Table 4.0-1, Cumulative Projects**, summarizes the cumulative projects shown in **Exhibit 4.0-1**.

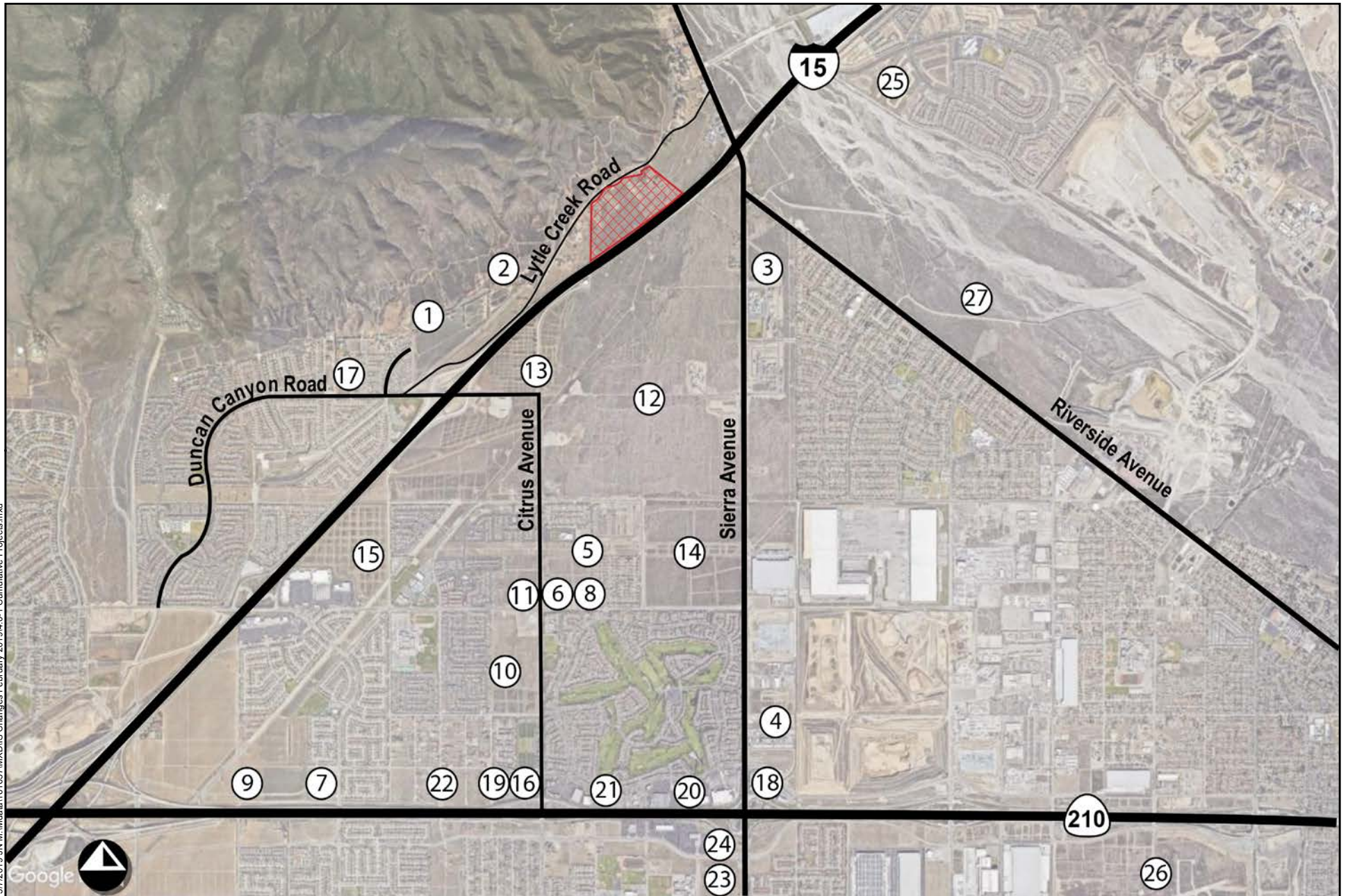
Table 4.0-1: Cumulative Projects

Map No.	Project Name	Jurisdiction	Description	Size
1	Monarch Hills	Fontana	Single/Multi-Family Residential	233 DUs 256 DUs
2	Lytle Creek Village	Fontana	Apartments Commercial/Retail Church	650 DUs 70,000 SF 830 Seats
3	Sierra Crest II – Tract 18944	Fontana	Single-Family Residential	179 DUs
4	Sierra Lakes Commerce Center – 6101 Sierra Ave	Fontana	Warehouse	597,820 SF

Map No.	Project Name	Jurisdiction	Description	Size
5	Summit Crest – Tract 18825-1	Fontana	Single-Family Residential	76 DUs
6	Stratham Development – Tract 18825	Fontana	Single-Family Residential	76 DUs
7	Stone Haven – Tract 18881	Fontana	Single-Family Residential	18 DUs
8	Tract 18915	Fontana	Single-Family Residential	96 DUs
9	Steven Walker – Tract 18987	Fontana	Single-Family Residential	102 DUs
10	Grand Pacific Communities – Tract 18981	Fontana	Single-Family Residential	105 DUs
11	Citrus Heights North	Fontana	Single Family Residential Multi-Family Residential	167 DUs 412 DUs
12	Arboretum Specific Plan	Fontana	Single-Family Residential Multi-Family Residential City Parks Recreation Center Elementary School K–8 School	963 DUs 2,569 DUs 31.1 Acre Park 26,830 SF 400 Students 800 Students
13	Ventana Specific Plan	Fontana	Single-Family Residential Multi-Family Residential Retail Office	504 DUs 338 DUs 215,570 SF 362,930 SF
14	Summit at Rosena Specific Plan	Fontana	Single-Family Residential	600 DUs
15	West Gate Specific Plan	Fontana	Single-Family Residential Multi-Family Residential Commercial/Retail Industrial Warehouse Public Parks High School Elementary School	826 DUs 2,422 DUs 292.5 Acres 1,114,270 SF 33.1 Acres 2,711 Students 715 Students
16	Jiffy Lube – ASP 16-000014	Fontana	Tire Center	4,690 SF
17	Journey Community Church – DRP 10-002	Fontana	Church	35,500 SF
18	Sierra Lakes Shopping Center ASP 16-000050	Fontana	Retail	4,140 SF
19	Sierra Lakes Shopping Center ASP 14-000042	Fontana	Animal Hospital	4,440 SF

Map No.	Project Name	Jurisdiction	Description	Size
20	Sierra Lakes Shopping Center ASP 14-000031	Fontana	Retail	6,180 SF
21	Sierra Lakes Shopping Center ASP 14-000009	Fontana	Drive-Through Restaurant Medical Office Daycare Center	6,110 SF 10,690 SF 10,700 SF
22	210 Sports Park	Fontana	Baseball/Softball Fields	14 Fields
23	Promenade Specific Plan	Fontana	Single-Family Residential Park/Rec Center Walmart Restaurant Retail Convenience Store & Gas Station w/Car Wash Fast-Food Drive-Through	188 DUs 1.9 Acres 193,000 SF 12,000 SF 11,600 SF 12 Fuel Pumps 9,400 SF
24	Highland Village	Fontana	Shopping Center Restaurant Medical Office	87,000 SF 6,000 SF 25,000 SF
25	Sycamore Creek	San Bernardino County	Apartments Condominiums	298 DUs 90 DUs
26	Renaissance Specific Plan	Rialto	Residential (various) Retail Commercial/Retail General Commercial Corporate Center Business Center Employment	1,262 DUs 715,300 SF 386,700 SF 28,300 SF 319,900 SF 6,900,000 SF 7,100,100 SF
27	Lytle Creek Ranch Specific Plan	Rialto	Single-Family Residential	500 DUs

3/7/2019 J:\M:\data\161667\MKDIS Changes February 2019\4.0-1 Cumulative Projects.mxd



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4.1 Aesthetics

This section describes the environmental and regulatory settings of aesthetic and visual resources as they pertain to implementation of the proposed project. Issues related to aesthetic resources include the effect of project elements on the visual character of the area and potential adverse changes in daytime and nighttime views. Project compliance with adopted policies to protect valued views and issues related to glare are also discussed.

An aesthetic impact assessment generally deals with the issue of contrast, or the degree to which elements of the environment differ visually.¹ Aesthetic features occur in a diverse array of environments, ranging in character from urban centers to rural regions and wildlands. Adverse visual effects can include the loss of natural features or areas, the removal of urban features with aesthetic value, or the introduction of contrasting urban features into natural areas or urban settings.

Natural features may include but are not limited to open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. The loss of natural aesthetic features or the introduction of contrasting urban features may have a local impact or if part of a larger landscape, may contribute to a cumulative decline in overall visual character.

The Project Area is currently located in San Bernardino County. With the Proposed Project, the Project Area would be annexed into the City of Fontana under existing City General Plan land use designations applicable to the Project Area. As such, this section is based on information obtained from available public resources including, but not limited to, the City of Fontana General Plan (2018), the County of San Bernardino General Plan (2007), and available geographical information systems (GIS) data and maps.

4.1.1 Existing Conditions

Regional Setting

The project site is located in unincorporated San Bernardino County just north of Interstate 15 (I-15), south of Sierra Avenue, east of Lytle Creek Road, and in the northern portion of the City of Fontana's Sphere of Influence. More specifically, the project site is located near the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. Regional access to the site is from I-15 via the Sierra Avenue interchange and from Interstate 210 (I-210) via the Citrus or Sierra Avenue interchanges. Refer to **Exhibit 3.0-1, Regional Vicinity**, and **Exhibit 3.0-2, Project Vicinity**.

¹ Visual contrast has four components: form, line, color, and texture. Differences in these elements generate visual contrast. The Bureau of Land Management (BLM) (Contrast Rating System), Soil Conservation Service (Visual Absorption Capability), and Federal Highway Administration (FHWA) (Visual Absorption Capacity) all utilize established qualitative and quantitative methods to measure potential visual impacts and the ability of natural areas to absorb visual impacts.

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

The Project Area is currently occupied by eight single-family residences and associated vacant unimproved land. In addition to the dwelling units, the property is improved with paved parking areas and associated landscaping. Other existing hardscapes include Lytle Creek Road, which is generally aligned along the northwestern boundary of the Project's proposed annexation; refer to **Exhibit 3.0-3**. Lytle Creek Road is a 22-foot-wide asphalt two-lane undivided roadway oriented in a north-south direction, with a total public right-of-way (ROW) of 60 feet.

The Logistics Site is generally covered by low-growing annual grasses, scrub-type plants, and a limited number of clustered trees, generally located adjacent to the existing residences and structures. More recent uses of the parcels include storage of woodpiles, assorted vehicles, and watercraft, as well as livestock farming. Most of the site consists of undeveloped land associated with past agrarian activities. Signs of previous disturbance from grading and weed abatement activity are common throughout the site; no indications of current farming or other land use are evident. The site contains overhead and underground utilities that were observed or indicated by Underground Service Alert markings along Lytle Creek Road. It has also been documented that the Cucamonga Fault Zone runs generally along the site's northwestern boundary. The project site is adjacent to an approximately 350-foot-wide Southern California Edison (SCE) strip/power line directly north of the project site boundary. Refer to **Exhibit 3.0-3; Exhibit 3.0-5, Project Parcels; and Exhibit 4.1-1, Existing Conditions Site Photographs**.

The Logistics Site is located in unincorporated San Bernardino County and is governed by the County of San Bernardino's Development Code and General Plan. The Logistics Site is surrounded by commercial, residential, and vacant land to the north, vacant land to the south, I-15 and vacant land to the east, and open space to the west. Several known development proposals are located along Lytle Creek Road in the project vicinity.

Known future developments surrounding the Project Area include the approved Monarch Hills residential development west of the project site, just east of the current terminus of Coyote Canyon Road, and the proposed Lytle Creek Village to the northwest of Lytle Creek Road. Lytle Creek Village includes 650 apartments, 70,000 square feet of commercial space, and a church site occupying 6 acres.

Currently, the Logistics Site is predominantly visible from adjacent areas given the flatness, large size, and open nature of the site.

Scenic Vistas and Views

The County of San Bernardino General Plan (2007) includes policies to protect the visual quality of scenic areas, noted specifically below, which involve protecting views from public roads, trails, and key vantage points. Although the existing Project Area includes privately owned residential units with large portions of open space, the site is not considered a protected scenic vista by the County of San Bernardino General Plan.

The Fontana General Plan does not designate specific scenic views or vistas for the City. However, the Fontana General Plan Conservation Element notes that panoramic scenic view corridors towards the mountains and views of the City from the mountains dominate the City's visual landscape character. As discussed, the project is located at the base of the lower slopes of the San Gabriel Mountains. The San Gabriel Mountains are aesthetically valuable to the City's residents, visitors, and recreational users. Lytle Creek Road and Interstate 15 (I-15) represent the nearest public routes that include views of the Project Area and the San Gabriel Mountains. The following is a discussion of these views.

Lytle Creek Road. Motorists traveling north along Lytle Creek Road experience partial views of San Gabriel Mountains and San Bernardino National Forest. However, the Fontana General Plan does not designate specific scenic routes within the City. Further, there are no readily available bicycle or pedestrian facilities along Lytle Creek Road, suggesting that there is little scenic value as a public view corridor for this section of Lytle Creek Road. Lytle Creek Road, within the vicinity of the Project Area, is not considered a scenic route in this regard.

I-15. Motorists traveling along I-15 also experience partial, fleeting views of the San Gabriel Mountains and San Bernardino National Forest, located to the north. However, I-15 is not identified as a scenic route by the City of Fontana General Plan nor the California Department of Transportation's (Caltrans) State Scenic Highway Mapping System; refer to the "State Scenic Highways" discussion below.

State Scenic Highways

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the state or are eligible for that designation. There are no officially designated state or county scenic highways in the vicinity of the Project Area. The closest officially designated state scenic highway in San Bernardino County is a 16-mile portion of State Route (SR) 38. SR 38 is approximately 40 miles east of the project site (Caltrans 2017). Due to the distance of this segment of SR 38 and intervening topography, structures, and vegetation, the Project Area is not located in the viewshed of this state scenic highway.

Light and Glare

Generally, there are two types of light intrusion. Light which emanates from the interior of structures and passes through windows and light that projects from exterior sources, such as

exterior building parking, street lighting, security lighting, and landscape lighting. “Light spill” is typically defined as the presence of unwanted and/or misdirected light on properties adjacent to the property being illuminated. Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted, which causes annoyance, discomfort, or loss in visual performance and visibility.

The Project Area and surrounding vicinity currently have ambient nighttime levels typical for an urban area. Artificial light in the area is produced by many sources, including I-15 lights, automobile headlights, and interior and exterior lighting from houses on the site and commercial buildings to the north. Light from I-15 is unimpeded to the Project Area, as there is no wall or other structure to prevent headlight light dispersion. The main sources of existing light/glare in the Project Area include existing residential structures. Other existing sources of light and glare within the Project Area include commercial uses located at the north side of I-15 at the intersection of the I-15 ramps and Sierra Avenue.

The proposed project would introduce features typically found in logistics center developments: concrete tilt-up walls, office space, a guard booth, parking, landscaping, and outdoor security lighting.

4.1.2 Regulatory Framework

Federal

No federal laws, regulations, or executive orders apply to scenic resources in the Project Area.

State

California Scenic Highway Program

The California Scenic Highway Program was created in 1963 to preserve and protect highway corridors in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The California Department of Transportation (Caltrans) designates highways based on how much of the landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which views are compromised by development.

The program is governed by the regulations found in the Streets and Highways Code, Section 260 et seq. Section 261 requires local government agencies to take the following actions to protect the scenic appearance of a scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

Official designation requires a local jurisdiction to enact a scenic corridor protection program that protects and enhances scenic resources (Caltrans 2017).

Local

County of San Bernardino General Plan

The County's General Plan includes concepts and guidelines to protect the scenic values of key visual resources. The following goals, policies, and programs are applicable to the Project Area:

Open Space Element

- | | |
|---------------|---|
| Goal OS 4 | The County will preserve and protect cultural resources throughout the County, including parks, areas of regional significance, and scenic, cultural and historic sites that contribute to a distinctive visual experience for visitors and quality of life for County residents. |
| Goal OS 5 | The County will maintain and enhance the visual character of scenic routes in the County. |
| Policy OS 5.3 | The County desires to retain the scenic character of visually important roadways throughout the County. A "scenic route" is a roadway that has scenic vistas and other scenic and aesthetic qualities that over time have been found to add beauty to the County. |

Conservation Element

- | | |
|---------------|---|
| Policy CO 1.2 | The preservation of some natural resources requires the establishment of a buffer area between the resource and developed areas. The County will continue the review of the Land Use Designations for unincorporated areas within one mile of any state or federally designated scenic area, national forest, national monument, or similar area, to ensure that sufficiently low development densities and building controls are applied to protect the visual and natural qualities of these areas. |
|---------------|---|

Circulation Element

- | | |
|----------------|--|
| Policy CI 15.3 | Work with telecommunication industries to provide a reliable and effective network of facilities that is commensurate with open space aesthetics and human health and safety concerns. |
|----------------|--|

City of Fontana General Plan

The purpose of the City's General Plan Open Space and Conservation Element is to define and establish an open space and conservation system, together with conservation and management policies and action programs that will preserve the highest priority resources, while balancing the land needs of an ever-expanding population. The element's goals and policies applicable to the proposed project are listed below.

Open Space and Conservation Element

Goal 1	Fontana continues to preserve sensitive natural open space in the foothills of the San Gabriel Mountains and Jurupa Hills.
Policy 1.1	Consider permanent protection for sensitive foothills through potential partnerships with conservation organizations or acquisition and deed restrictions.
Action A	Evaluate the potential costs and benefits of permanent protection of sensitive foothill lands.
Action B	Work with regional conservation organization, such as the Inland Empire Resource Conservation District and regional conservation land trusts, to conserve sensitive foothill lands.

Land Use, Zoning and Urban Design Element

Goal 3	Make strategic annexations to improve City control over the appearance and function of areas in the city limits.
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4.1.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on aesthetics and visual resources if it would do any of the following:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.
3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Impact Analysis and Mitigation Measures

An assessment of visual impacts was prepared by evaluating the existing visual setting and comparing it to visual conditions assumed to occur under the proposed project.

SCENIC VISTA

Impact 4.1-1 The project would potentially have a substantial adverse effect on a scenic vista.

As discussed above, no specific scenic views or vistas are identified in the City of Fontana by the Fontana General Plan. However, the Fontana General Plan Conservation, Open Space, Parks, And Trails Element notes that panoramic view corridors towards the mountains and views of the City from the mountains dominate the City's visual landscape character. Although the Fontana General Plan does not identify specific scenic view corridors within the City, development of the Logistics Site would change views across the Logistics Site from mostly open space with limited development and improvements (e.g., powerlines) and a backdrop of the San Gabriel Mountains to a warehouse facility that would intermittently and partially block views of the foothills of the San Gabriel mountains from I-15. The following two public areas are further considered in this analysis for the purposes of impacts to scenic views/vistas: Lytle Creek Road and I-15.

Lytle Creek Road: Motorists traveling along Lytle Creek Road experience partial views of San Gabriel Mountains and San Bernardino National Forest. However, the Fontana General Plan does not designate specific scenic routes within the City. Further, there are no readily available bicycle or pedestrian facilities along Lytle Creek Road, suggesting that there is little scenic value as a public view corridor for this section of Lytle Creek Road. Lytle Creek Road, within the vicinity of the site, is not considered a scenic route in this regard. It should also be noted that Lytle Creek Road traverses the base of the mountains and, given its route, the mountains are often obstructed given the roadway's proximity to the mountains and relative height/topography of adjacent areas. Also, vertical electrical infrastructure, including power lines and towers, are visible from multiple points along Lytle Creek Road and obstruct views of the mountains or other open space. Finally, the Proposed Project would construct a warehouse facility on the opposite side of Lytle Creek Road from the San Gabriel Mountains. Thus, less than significant impacts would occur in this regard.

I-15: Motorists traveling along I-15 also experience partial views of the San Gabriel Mountains and San Bernardino National Forest. Freeway motorists are generally considered to be engaged in the surrounding visual environment, depending on speed of travel and traffic conditions. Drivers traveling in congested traffic conditions would likely perceive detailed views of the Project features for longer durations of time while drivers traveling at normal freeway speeds would have a narrow focus and specific viewshed, and thus would be less visually aware of the proposed changes.

The proposed Logistics Facility would partially block views of the foothills of the San Gabriel Mountains. However, distant views of the San Gabriel Mountains would largely remain. As with Lytle Creek Road, vertical electrical infrastructure, including power lines and towers, are visible in the foreground, on the Logistics Site, and on the mountains. These features lessen the quality of the views of the San Gabriel Mountains from I-15 across the Logistics Site. Further, I-15 is not identified as a scenic route by the City of Fontana General Plan nor the Caltrans' State Scenic Highway Mapping System; refer to Impact 4.1-2. Therefore, a less than significant impact would occur.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

SCENIC RESOURCES WITH A STATE SCENIC HIGHWAY

Impact 4.1-2	The project would potentially substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
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There are no officially designated state or county scenic highways in the vicinity of the Project Area. The closest officially designated state scenic highway in San Bernardino County is a 16-mile portion of SR 38. SR 38 is approximately 40 miles east of the project site (Caltrans 2017). Due to the distance of this segment of SR 38 and intervening topography, structures, and vegetation, the Project site is not located in the viewshed of this state scenic highway. No impact would occur in this regard.

Mitigation Measures

None required.

Level of Significance After Mitigation

No Impact

VISUAL CHARACTER

Impact 4.1-3	The project would potentially substantially degrade the existing visual character or quality of public views of the site and its surroundings.
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Short-Term Construction Impacts

Although a Logistics Facility and associated facilities would replace open space, construction activities are a common occurrence in the developing Inland Empire region of Southern California and are not considered to substantially degrade the area's visual character or quality. Consistent with standard industry practices, construction equipment, vehicles, and materials would be staged within a designated area (or areas) on site. Although equipment staging activities could potentially be viewed from adjacent properties and roadways, views of staged construction equipment, vehicles, and materials would be temporary and would cease upon completion of project construction. Therefore, short-term construction impacts associated with the existing visual character and quality would be less than significant.

Long-Term Operational Impacts

The development area, which includes the 76-acre area on which the Logistics Facility and related amenities would be constructed, currently includes eight single-family residences,

associated parking areas, and landscaping. The development area is bounded by Lytle Creek Road to the northwest, Caltrans right-of-way to the southeast associated with I-15, and private, mostly vacant lands to the northeast and south.

The Proposed Project would alter the Logistics Site's existing visual character by demolishing the existing on-site residences and constructing a warehouse logistics building with associated office spaces and surface parking areas. In addition, the Project proposes to improve and realign Lytle Creek Road from the westernmost boundary of the Project Area to its intersection with Sierra Avenue. As a result, the Project would alter the land use and increase the site's development density, and additional hardscapes would be visible as a result of realignment of Lytle Creek Road, which in turn could result in a change of visual character. However, development of the proposed project would be consistent with existing and planned development on surrounding properties.

The Logistics Site is situated near the easternmost portion of the San Gabriel Mountains and adjacent to I-15. The proposed warehouse building (not including parking and other amenities) would extend approximately 1,820 feet fronting Lytle Creek Road and I-15 and would be approximately 640 feet wide. The approximately 50-foot-high warehouse building would be set back approximately 320 feet from the Lytle Creek Road property line and approximately 160 feet from the I-15 property line, which would lessen massing from I-15. An 8-foot-high wrought iron fence would surround the property in all directions. In areas fronting I-15, fencing block wall could be up to 14 feet high to screen parked trucks. Property fencing would be set back approximately 20 feet from the property line. Trees would be planted between the property line and the proposed wrought iron fence to shield the fence. Ornamental landscaping would be provided all around the property. Additionally, an on-site detention flood control and infiltration basin would be installed on the southernmost portion of the property.

The proposed concrete tilt-up warehouse building would use light colors such as white, gray, and blue and would incorporate anodized aluminum framing with a metal canopy. Refer to **Exhibit 3.0-11, Elevations**.

The City of Fontana's Zoning and Development Code (Chapter 30 of the Code of Ordinances) includes design standards related to building size, height, floor area ratio, and setbacks, as well as landscaping, signage, and other visual considerations. These design standards help adjacent land uses to be visually consistent with one another and their surroundings and reduce the potential for aesthetic conflicts. The design specifications of all development proposals submitted to the City are reviewed for compliance with applicable provisions set forth in the Zoning and Development Code. As part of the City's development review process, the proposed project's architectural plans will be reviewed by City staff, the Development Advisory Board, and the Planning Commission to determine whether project design conforms to the Zoning and Development Code and promotes the visual character and quality of the surrounding area.

Therefore, based on compliance with the proposed General Plan land use designations and the City's Development Code requirements related to design and compatibility, impacts

associated with visual character and quality as experienced from public views of the project site would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

LIGHT OR GLARE

Threshold 4.1-4	The project would potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
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Short-Term Construction Impacts

The proposed project would be required to comply with the City's Noise Ordinance (Chapter 18, Article II, Noise, of the Code of the City of Fontana), which prohibits construction during the evening and nighttime hours. Project construction would be limited to the daytime hours, and nighttime lighting would be limited to temporary security lighting during construction.

Although there may be some material on construction equipment that may produce limited and minimal amounts of glare, such as side mirrors or unpainted metal surfaces, any potential glare would be short-term in duration because of the movement of either the equipment or angle of the sun. Impacts would be temporary and less than significant.

Long-Term Operational Impacts

In its undeveloped condition, the existing on-site residences generate minimal light or glare. However, in the immediate vicinity of the Project Area, nighttime illumination is currently generated by the surrounding residential developments to the south and the associated vehicle traffic on adjacent roadways and particularly from vehicles on I-15, as well as nearby commercial uses.

The proposed project would require nighttime lighting for safety and security. Consistent with the City's Zoning and Development Code (Section 30-184), all lighting used on site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted. All exterior lighting used on the site would be shielded/hooded to prevent light trespass onto nearby properties, including the adjacent residential developments to the south and the Caltrans right-of-way associated with I-15. The warehouse building would also include substantial setbacks that would limit light exposure. The approximately 50-foot-high warehouse building would be set back approximately 320 feet from the Lytle Creek Road property line and approximately 160 feet from the I-15 property line,

In addition, the project would use a variety of nonreflective building materials and would not introduce substantial or excessive sources of glare on the project site. Further, no light- or glare-sensitive receptors are located in the immediate Project Area; as such, it is unlikely that any such receptors would be subject to light or glare impacts from the project. Therefore, long-term impacts associated with light and glare would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.1-5 The project would potentially create a cumulative impact to aesthetic and visual resources.

The analysis below focuses on cumulative impacts to aesthetic and visual resources resulting from development of the area surrounding the Logistics Site. The following projects from **Table 4.0-1, Cumulative Projects** in Section 4.0 Introduction to Environmental Analysis may be located within the same viewshed as the Logistics Facility:

- Monarch Hills
- Lytle Creek Village
- Sierra Crest II – Tract 18944
- Arboretum Specific Plan
- Ventana Specific Plan

The geographic scope of the cumulative analysis for aesthetics is focused on public views from which the proposed project is visible, as well as surrounding areas that would have the potential to visibly change the existing visual character of the Project Area and immediately surrounding areas. In the project vicinity, the site is surrounded by commercial, residential, and vacant land to the north, residential and vacant land to the south, I-15 and vacant land to the east, and open space to the west. The Logistics Facility site currently encompasses eight single-family residences that would be demolished with project implementation. As discussed above, five future residential development projects have been identified within the viewshed of the Logistics Site, which will change the visual character of the Project vicinity over time.

The San Gabriel Mountains are a scenic resource offering distant vistas of mountain backdrops. Cumulative impacts involving view blockage of scenic resources could occur as development progresses in the area. As discussed above, five cumulative projects are situated in the Project vicinity. Although development of these cumulative projects would continue

to reduce overall views toward these visual resources, no specific public views are afforded that constitute a possible scenic vista or scenic corridor in the Project's viewshed (i.e., Lytle Creek Road and I-5). Thus, cumulative considerations for scenic views/vistas are considered less than significant.

Development of the area surrounding the Project Area would change the character of the area from a rural community with large vacant areas and widely dispersed houses, to a more urban/suburban community with tract homes and commercial/industrial buildings as planned under the latest General Plan. However, based on the project's compliance with General Plan land use designations and zoning and existing local code requirements related to design and compatibility, impacts associated with visual character and quality would be less than significant.

Future development at the project site and of surrounding cumulative projects in the area would be subject to a formal development review process including site and architectural plan review. Such discretionary review would ensure consistency with existing and proposed land use designations and zoning mandated by the County or the City's General Plan and Zoning and Development Code. Additionally, over time, it is anticipated that the visual character of the area in the vicinity of the Logistics Facility will change as residential and industrial development is contemplated for the surrounding area in the County General Plan, as well as the Fontana and Rialto General Plans. The Proposed Project would be consistent with the development contemplated by these jurisdictions and planned for under their respective General Plans documents. As a result, the proposed project in combination with future proposed projects would result in views from surrounding areas that are consistent with the aesthetic goals and policies envisioned by the City for the project area. A less than significant cumulative aesthetic impact would occur.

With regard to cumulative light and glare impacts, implementation of the proposed project and future proposed projects would increase the amount of light and glare in the surrounding area, as it would increase the amount of development compared to existing conditions. It is anticipated that lighting would include exterior wall-mounted light fixtures and lighting in the on-site surface parking areas to ensure public safety and safe pedestrian and vehicular circulation. To ensure cumulative light and glare impacts are reduced to levels that are less than significant, future proposed projects—including the proposed project—would be required to adhere to existing City policies for community design and aesthetics. The proposed project would be designed in compliance with the City's Zoning and Development Code, which requires that all lighting used on site to be directed and/or shielded to prevent the light from adversely affecting adjacent properties and that no structures or features that create adverse glare effects are permitted. Therefore, the project would not result in cumulatively considerable light and glare impacts since impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

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View to northeast from southern property boundary



View to south from northwest corner of site



View to north from central portion of site



View to east from western boundary



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4.2 Air Quality

This section examines the air quality in the Project Area, includes a summary of applicable air quality regulations, and analyzes potential air quality impacts associated with the Proposed Project. Air quality impacts were assessed in accordance with methodologies recommended by the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). Where quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). The information and analysis herein rely on the following reports and technical data:

- *Air Quality Impact Analysis for the I-15 Logistics Center*, Michael Baker International, July 2018;
- *Health Risk Assessment for the I-15 Logistics Center*, Michael Baker International, July 2018;
- *Greenhouse Gas Emissions Report for the I-15 Logistics Center*, Michael Baker International, July 2018;

Collectively, these investigations have been included in **Appendix B**.

4.2.1 Existing Conditions

Air quality and dispersion of air pollution in an area are determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability. The factors affecting the dispersion of air pollution with respect to the air basin are discussed below.

Topography

The Project Area lies within the northern portion of the South Coast Air Basin (Basin). The Basin covers a 6,600-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Geronio Pass Area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

Meteorology and Climate

The general region is in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Sensitive Receptors

Sensitive receptors are more susceptible to the effects of air pollution than is the general population. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes. Three existing residential properties are located within the annexation boundary but not within the warehouse footprint; these homes would be the nearest sensitive receptors. The nearest residence is located 200 feet northwest from the construction area. Monarch Hills, a future residential community, is planned for construction west of the project site, on the opposite side of Lytle Creek Road. This future residential community would be approximately 1,500 feet from the warehouse.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), lead, and fugitive dust are primary air pollutants. Of these, CO, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone [O₃] is formed by a chemical reaction between ROG and NO_x in the presence of sunlight). Ozone and nitrogen dioxide (NO₂) are the principal secondary criteria pollutants.

Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-1, Criteria Air Pollutants Summary of Common Sources and Effects.**

Table 4.2-1: Criteria Air Pollutants Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health and Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O ₃)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides in the presence of sunlight. VOCs are also commonly referred to as	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates

Pollutant	Major Man-Made Sources	Human Health and Welfare Effects
	reactive organic gases. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM ₁₀ and PM _{2.5})	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO ₂)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA 2013

Ambient Air Quality

Ambient air quality in Fontana, and thus at the Project Area, can be inferred from ambient air quality measurements conducted at air quality monitoring stations. Existing levels of ambient air quality and historical trends in the region are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the air basin that maintains the air quality monitoring stations which process ambient air quality measurements.

Ozone, PM₁₀, and PM_{2.5} are the primary pollutants affecting the SCAQMD. The nearest air quality monitoring site to the Project Area that monitors ambient concentrations of ozone and airborne particulates is the Fontana-Arrow Highway Monitoring Station (14360 Arrow Highway, Fontana, CA 92335), approximately 5.5 miles south-southwest of the Project Area. **Table 4.2-2, Ambient Air Quality Monitoring Data**, summarizes the published data for the last three years that the monitoring data is provided.

Table 4.2-2: Ambient Air Quality Monitoring Data

Pollutant	California Standard	Federal Primary Standard	Year	Maximum Concentration ²	Days (Samples) State/Federal Std. Exceeded
Ozone (O ₃) ¹ (1-hour)	0.09 ppm for 1 hour	NA ⁵	2014 2015 2016	0.127 ppm 0.133 0.139	31/0 36/0 34/0
Ozone (O ₃) ¹ (8-hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2014 2015 2016	0.105 ppm 0.111 0.105	52/52 59/57 52/49

Pollutant	California Standard	Federal Primary Standard	Year	Maximum Concentration ²	Days (Samples) State/Federal Std. Exceeded
Carbon Monoxide (CO) ¹ (8-hour)	9 ppm for 8 hours	9 ppm for 8 hours	2014 2015 2016	1.3 ppm 1.2 1.0	0/0 0/0 0/0
Nitrogen Dioxide (NO ₂) ¹	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2014 2015 2016	0.070 ppm 0.089 0.071	0/0 0/0 0/0
Fine Particulate Matter (PM _{2.5}) ^{1, 4}	No Separate Standard	35 µg/m ³ for 24 hours	2014 2015 2016	34.9 µg/m ³ 50.5 58.8	12/* 12/3 11/1
Particulate Matter (PM ₁₀) ^{1, 3, 4}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2014 2015 2016	68.0 µg/m ³ 96.0 94.0	10/0 13/0 0/0

Source: CARB 2018

Notes: ppm = parts per million; PM₁₀ = particulate matter 10 microns in diameter or less; NM = not measured; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter 2.5 microns in diameter or less; NA = not applicable

* = insufficient data available to determine the value

1. Data collected from the Fontana-Arrow Highway Monitoring Station at 14360 Arrow Highway, Fontana, California.
2. Maximum concentration is measured over the same period as the California standards.
3. PM₁₀ exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002.
4. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.
5. The federal standard was revoked in June 2005.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. Most of the estimated health risks from TACs can be attributed to a relatively few compounds.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. Diesel particulate matter poses the greatest health risk among the TACs because of its extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

4.2.2 Regulatory Framework

Federal

Clean Air Act

Air quality is federally protected by the Clean Air Act and its amendments. Under the federal Clean Air Act (CAA), the US Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The Clean Air Act requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the act. If a state fails to correct these planning deficiencies within two years of federal notification, the EPA is required to develop a federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states.

State

California Clean Air Act

In 1988, the California Clean Air Act (CCAA) was adopted and led to the establishment of California Ambient Air Quality Standards (CAAQS) for the same major pollutants as the NAAQS. **Table 4.2-3, Air Quality Standards**, lists both the CAAQS and NAAQS standards for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. In addition, the State of California

has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 4.2-3: Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards
Ozone (O ₃)	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)
	1 Hour	0.09 ppm (180 µg/m ³)	—
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	100 ppb
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	53 ppb (100 µg/m ³)
Sulfur Dioxide (SO ₂)	24 Hour	0.04 ppm (105 µg/m ³)	N/A
	3 Hour	—	N/A
	1 Hour	0.25 ppm (665 µg/m ³)	75 ppb
Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	N/A
	24 Hour	50 µg/m ³	150 µg/m ³
Particulate Matter – Fine (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³
	24 Hour	N/A	35 µg/m ³
Sulfates	24 Hour	25 µg/m ³	N/A
Lead	Calendar Quarter	N/A	1.5 µg/m ³
	30 Day Average	1.5 µg/m ³)	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 µg/m ³)	N/A
Visibility-Reducing Particles	8 Hour (10:00 to 18:00 PST)	—	N/A

Source: CARB 2015

Notes: mg/m³ = milligrams per cubic meter; ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter

CARB is responsible for enforcing air pollution regulations in California. The CCAA requires all air pollution control districts in California to endeavor to achieve and maintain the CAAQS by the earliest practicable date and to develop plans and regulations specifying how they will meet this goal.

California State Implementation Plan

The federal Clean Air Act (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the State Implementation Plan. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the national ambient air quality standards revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the Clean Air Act. The SCAQMD is responsible for preparing and

implementing the portion of the SIP applicable to the South Coast Air Basin. The EPA has the responsibility to review all State Implementation Plans to determine whether they conform to the requirements of the Clean Air Act.

Air Quality Attainment Plan

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin pursuant to the federal Clean Air Act in order to reduce emissions of criteria pollutants for which the Basin is in nonattainment. Drafted by the SCAQMD, the 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multiagency effort including the SCAQMD, CARB, SCAG, and the EPA. The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.)

The AQMP provides local guidance for the SIP, which sets the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated unclassified. The attainment status for the western portion of San Bernardino County is shown in **Table 4.2-4, Federal and State Ambient Air Quality Attainment Status for South Coast Air Basin**. The region is nonattainment for state ozone, PM₁₀, and PM_{2.5} standards and nonattainment for federal ozone and PM₁₀.

Table 4.2-4: Federal and State Ambient Air Quality Attainment Status for South Coast Air Basin

Pollutant	Federal	State
8-Hour Ozone (O ₃)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM ₁₀)	Attainment	Nonattainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Unclassified/Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment

Source: CARB 2018

Toxic Air Contaminant Regulations

In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard

to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States Code Section 7412[b]) is a TAC. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 toxic air contaminants, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines. Because the project is proposing an industrial warehouse requiring daily visits from heavy-duty diesel trucks during operations, it would be a source of DPM concentrations during project operations.

California Diesel Risk Reduction Plan

In September 2000, CARB adopted the Diesel Risk Reduction Plan, which recommends many control measures to reduce the risks associated with DPM and achieve the goal of an 85 percent reduction of DPM generated by 2020. The plan incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. CARB’s ongoing efforts to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Since the initial adoption of the Diesel Risk Reduction Plan, CARB has adopted numerous rules related to the reduction of DPM from mobile sources, as well as the use of cleaner-burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

On-Road Heavy-Duty Diesel Vehicles (In Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In Use) Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks were required to be retrofitted with particulate matter filters beginning January 1, 2012, and replacement of older trucks was required starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses, as well as to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.

Local

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the South Coast Air Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to the SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of the proposed project during construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other materials 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM₁₀ suppression techniques are summarized below.
 - a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- g. Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

City of Fontana General Plan

The City of Fontana’s General Plan contains goals, policies, and actions that are designed to protect and improve air quality. These goals and policies are in the Health and Wellness Element, and the Community Mobility and Circulation Element. The Health and Wellness Element provides strategies to promote healthy eating and physical activity as well as development patterns that support a healthy lifestyle. The Community Mobility and Circulation Element supports programs that improve travel by cars and trucks and provides guidance on expanding the options for transit and active transportation.

Health and Wellness

Policy 1.3	Support local and regional initiatives to improve air quality in order to reduce asthma while actively discouraging development that may exacerbate asthma rates.
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Community Mobility and Circulation

Goal 1, Action J	Continue to designate and enforce truck routes to provide freight access while mitigating air pollution impacts on neighborhoods.
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Goal 7	The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion, pollution and greenhouse gas emissions.
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Goal 7, Action D	Support the adoption the use of technologies that reduce emissions from passenger and transit vehicles.
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4.2.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on air quality if it would do any of the following:

- a. Conflict with or obstruct implementation of the applicable air quality plan.
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- c. Expose sensitive receptors to substantial pollutant concentrations.
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.4 Impact Analysis and Mitigation Measures

Air Quality impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

CONFLICT WITH AIR QUALITY PLAN

Impact 4.2-1 The project would potentially conflict with or obstruct implementation of the applicable air quality plan.

The Project Area is located in the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan, which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and national air quality standards.

According to the SCAQMD (1993) CEQA Air Quality Handbook, in order to determine a project's consistency with the AQMP, two main criteria must be addressed.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) Would the project result in an increase in the frequency or severity of existing air quality violations? **NO**

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Impact 4.2-3, localized

concentrations of NO_x, CO, PM₁₀, and PM_{2.5} would not exceed SCAQMD thresholds during project operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations.

- b) Would the project cause or contribute to new air quality violations? **YES**

As discussed in Impact 4.2-2, operations of the Proposed Project would result in NO_x emissions that would exceed SCAQMD operational thresholds. Therefore, the Proposed Project would have the potential to cause or affect a violation of the ambient air quality standards.

- c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP? **YES**

The Proposed Project would result in potentially significant impacts with regard to NO_x emissions during project operations. As such, the Proposed Project could delay the timely attainment of the air quality standards or emissions reductions in the 2016 AQMP.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning in the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions used in preparing the forecasts presented in the 2016 AQMP. Determining whether a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion analyzes each of these criteria.

- a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP? **NO**

For the 2016 AQMP, future emissions forecasts were based on demographic and economic growth projections provided by SCAG and in SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS also includes socioeconomic forecast projections of regional population growth. The San Bernardino County General Plan designates the majority of the project site as Single Residential (RS), with smaller portions designated Rural Living (RL), and Institutional (IN), and Special Development (SD).

The Project Area is currently located in San Bernardino County. With the Proposed Project, the Project Area would be annexed into the City of Fontana under existing City General Plan land use designations applicable to the Project Area. The areas not currently pre-designated by the City's General Plan will be designated as part of the Proposed Project during the annexation process. 2.14 acres of the Project Area is not currently pre-designated and pre-zoned by the City. With the Proposed Project, the Project Area designations will include Residential Estate (R-E), General Commercial (G-C), and Public Utility Corridor (P-UC) (as analyzed in the Fontana General Plan

EIR). Additionally, the Proposed Project would change the land use designation of approximately 76 acres (the Logistics Site) to Light Industrial (I-L). Given that the land use for the Logistics Site is not consistent with the previous San Bernardino County land uses analyzed during preparation for the 2016 AQMP, the Proposed Project is not consistent with the types, intensity, and patterns of land use envisioned for the site. Therefore, the project is not consistent with the population, housing, and employment forecasts adopted by SCAG and incorporated into the 2016 AQMP.

- b) Would the project implement all feasible air quality mitigation measures? **YES**

Compliance with all feasible emissions reduction measures would be required as identified in Impact 4.2-2. As such, the Proposed Project would meet this AQMP consistency criterion.

- c) Would the project be consistent with the land use planning strategies set forth in the AQMP? **NO**

The Proposed Project Site is currently in unincorporated San Bernardino County but would be annexed into the City of Fontana consistent with the recently-adopted General Plan Update. The Proposed Project would change the land use designation of the approximately 76-acre Logistics Site to Light Industrial (I-L). A 2.14-acre portion of the Project Area that is not pre-designated or pre-zoned would be annexed into the City, designated as Residential Estate (R-E) and pre-zoned Residential Estate. As discussed in the Project Description, no further development of this area is anticipated due to development limits and site constraints. Thus, due to the land use changes associated with the Proposed Project, the project is not consistent with the AQMP's planning assumptions and strategies considered for the project's location.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. As discussed above, the Proposed Project would generate emissions that were not anticipated and could delay the timely attainment of the air quality standards in the 2016 AQMP, and the Proposed Project is not consistent with the land uses and emissions forecasts assumed in the 2016 Air Quality Management Plan.

Mitigation Measures

Refer to Mitigation Measures AQ-1 through AQ-4 (see Impact 4.2-2).

Level of Significance After Mitigation

As discussed above, the project is not consistent with the 2016 AQMP. Therefore, even with Mitigation Measures AQ-1 through AQ-4, impacts would be significant and unavoidable.

VIOLATE AIR QUALITY STANDARDS

Impact 4.2-2	The project would potentially result in a cumulatively considerable net increase of any criteria pollutant for which the
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project region is non-attainment under an applicable federal or state ambient air quality standard.

Short-Term Construction

Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM₁₀. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

Construction results in the temporary generation of emissions ensuing from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Construction-related emissions are expected from site preparation, grading, building construction, paving, architectural coatings, and construction workers commuting. Grading of the project site would involve exporting 24,900 cubic yards of soil off-site. Architectural coatings (i.e., painting) would occur sporadically throughout the building phase, as needed.

The estimated maximum daily construction emissions are summarized in **Table 4.2-5, Construction-Related Emissions**. As previously stated, all construction projects in the South Coast Air Basin are subject to the SCAQMD rules and regulations in effect at the time of construction, including Rule 403 described above. The construction emissions summarized in **Table 4.2-5** account for the quantifiable PM-reducing requirements of SCAQMD Rule 403. Please refer to specific detailed modeling inputs/outputs, including construction equipment assumptions, in Appendix B.

Table 4.2-5: Construction-Related Emissions

Construction Activities	Maximum Emissions (pounds per day) ¹					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)
Year 1 (2019)	52.60	85.56	15.88	6.72	100.2	0.29
Year 2 (2020)	51.49	78.15	15.52	5.72	93.15	0.29
SCAQMD Thresholds	75	100	150	55	550	150
Exceed Threshold?	No	No	No	No	No	No

Source: Michael Baker International 2018; see Appendix B

Notes:

1. Emissions calculated using CalEEMod version 2016.3.2. Emission estimates account for the quantifiable PM-reducing requirements of SCAQMD Rule 403, including watering exposed surfaces three times daily; cleaning trackout on adjacent streets; covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. Architectural coatings are assumed to be applied sporadically throughout the duration of building construction.

Mitigation Measure AQ-1 would implement dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track-out requirements, etc.) to reduce PM₁₀ and PM_{2.5} concentrations. These are standard dust control measures required by the SCAQMD for all projects. Total PM₁₀ and PM_{2.5} emissions would be below the SCAQMD threshold.

Construction Mitigation Measures

AQ-1 The construction contractor will use the following dust suppression measures from the SCAQMD CEQA Air Quality Handbook to reduce the project's emissions:

- Suspend all excavating and grading operations when wind speeds exceed 25 mph.
- Sweep all streets once per day if visible soil materials are carried to adjacent streets.
- Install “shaker plates” prior to construction activity where vehicles enter and exit unpaved roads, or wash trucks and equipment prior to their leaving the site.
- Water all active portions of the construction site every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust.

Long-Term Operational Emissions

Operational activities associated with the Proposed Project, particularly the Logistics Facility, will result in emissions of ROG, NO_x, CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings.

The operational-related project emissions, along with a comparison of SCAQMD-recommended significance thresholds, are shown in **Table 4.2-6, Unmitigated Long-Term Operational Emissions**.

Table 4.2-6: Unmitigated Long-Term Operational Emissions

Source	Pollutant (pounds per day) ¹					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)
Area Source	26.75	0.00	0.00	0.00	0.16	0.00

Energy Use	0.07	0.64	0.05	0.05	0.54	0.00
Mobile Source ²	8.90	146.82	41.35	11.82	131.28	0.75
Total	35.72	147.46	41.40	11.87	131.98	0.75
Potentially Significant Impact Threshold (Daily Emissions)	55	55	150	55	550	150
Exceed Daily Threshold?	No	Yes	No	No	No	No

Source: Michael Baker International 2018; see Appendix B.

Notes:

1. Emissions calculated using CalEEMod version 2016.3.2.
2. Based on the EMFAC 2014 web database, in 2021, 74% of the diesel trucks on the road will be 2010 models or newer.

As shown in **Table 4.2-6**, NO_x emissions resulting from project operations would exceed the SCAQMD regional threshold of significance for NO_x.

Operational Mitigation Measures

AQ-2 All Logistics Facility truck access gates and loading docks within the Logistics Facility shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after 5 minutes of continuous idling operation once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking break is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.

AQ-3 The project applicant shall make all Logistics Facility tenants aware of funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program and other similar funding opportunities, by providing applicable literature on such funding opportunities as available from the California Air Resources Board.

AQ-4 The Logistics Facility site plan design shall provide a minimum of two on-site electric vehicle charging stations for employees and guests.

Level of Significance After Mitigation

Although the operational mitigation measures identified above would serve to reduce operational emissions associated with the Proposed Project, the extent to which such measures would result in reductions is not quantifiable. No mitigation measures beyond Mitigation Measures AQ-1 through AQ-4 would reduce project-related impacts to levels that are less than significant. Long-term project operation would generate NO_x emissions that

exceed the applicable SCAQMD thresholds. Therefore, impacts resulting from the project's long-term operation would be considered significant and unavoidable.

Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783*). As noted above and shown in **Table 4.2-6**, the Project's operational emissions would exceed the SCAQMD's NO_x significance thresholds, resulting in a significant and unavoidable long-term air quality impact.

NO_x (often used interchangeably with nitrogen dioxide [NO₂]) is a family of highly reactive gases that are a primary precursor to the formation of ground level ozone (O₃). NO₂ is a reddish-brown gas that can cause breathing difficulties, irritate and damage the lungs, and lower resistance to respiratory infections such as influenza at elevated levels. Continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction. Short-term, high concentration of NO₂ can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms.

With respect to regional emissions, according to the SCAQMD's 2016 AQMP, ozone, NO_x, and ROG have been decreasing in the Basin since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the Basin continue to increase, NO_x levels are decreasing because of CARB-mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels. The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

The EIR identifies a significant and unavoidable impact with respect to NO_x emissions, due largely to trucking operations. NO_x is a "criteria" pollutant, a pollutant that is regulated by the US EPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District ("SJVAPD"), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield

substantive information that promotes informed decision making. The SJVAPD, in its Amicus Curiae Brief for *Sierra Club v. County of Fresno*, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The SJVAPD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The SJVAPD further noted that “...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

It should also be noted that NO_x is a “precursor” pollutant, which makes analysis of potential health impacts even more difficult. NO_x is a precursor to ozone, which is formed in the atmosphere from the chemical reaction of NO_x and VOCs in the presence of sunlight. As explained by the SCAQMD in its Amicus Curiae Brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources.” Given this, “...it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.” Therefore, SCAQMD opined that while it “may be feasible” for large, regional projects with very high emissions of NO_x and VOCs to conduct an accurate health impact analysis, “SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects.”

Thus, the difficulties with preparing potential health impact analysis related to the project’s NO_x emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, NO_x is a precursor emissions and concentrations of NO_x are impacted by regional atmospheric conditions. NO_x emitted by the project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD.

The EIR did analyze localized operational impacts associated with the project’s NO_x emissions, and concluded that such impacts would be less than significant. The SCAQMD’s Localized Significance Thresholds (“LST”) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor are and distance to the nearest sensitive receptor. Therefore, the project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of the public health. The project’s significant and unavoidable NO_x impact is related to the project’s regional emissions, which are assessed against the SCAQMD’s regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to NO_x emissions. Table 4.2-1 of the EIR includes a list of criteria pollutants and summarizes

common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making.

EXPOSE SENSITIVE RECEPTORS

Impact 4.2-3 The project would not expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and day-care centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. **Table 4.2-7, Sensitive Receptors**, lists the distances and locations of sensitive receptors in the project vicinity. The distances depicted in the table are based on the distance from the Logistic Site to the sensitive receptor. **Exhibit 4.2-1, Sensitive Receptors** shows the locations of the receptors in relation the Project Site.

Table 4.2-7: Sensitive Receptors

ID	Type	Name	Distance from Project Site ¹	Direction from Project Site	Address ²
1	Residential		660 feet	Northeast	3788 Lytle Creek Road Fontana, CA 92336
2			410 feet	Northeast	3870 Lytle Creek Road Fontana, CA 92336
3			150 feet	Northeast	3920 Lytle Creek Road Fontana, CA 92336
4			200 feet	Northeast	3945 Lytle Creek Road Fontana, CA 92336
5			330 feet	West	4329 Lytle Creek Road Fontana, CA 92336
6			590 feet	West	4489 Lytle Creek Road Fontana, CA 92336
7			760 feet	West	4385 Lytle Creek Road Fontana, CA 92336
8			5,300 feet	Southwest	4721 Hawke Ridge Avenue Fontana, CA 92336
9		Future Residential Use	1,500 feet	West	Closest receptor of the future Monarch Hills residences
10	School ³	Kordyak Elementary School	3,300 feet	Southeast	4580 Mango Avenue Fontana, CA 92336

Source: Google Earth 2018

Notes:

1. Distances are measured from the edge of Logistic Facility construction limits to the nearest outdoor living area.
2. Residential addresses based on County parcel data.
3. Kordyak Elementary School is located east of Interstate-15 and is separated from the project site by the freeway.

Construction-Related Localized Air Quality Impacts

Localized significance thresholds (LSTs) were developed in response to the SCAQMD Governing Board’s Environmental Justice Enhancement Initiative. The SCAQMD prepared the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. **Table 4.2-8, Equipment-Specific Grading Rates**, shows the maximum daily disturbed acreage for comparison to LSTs.

Table 4.2-8: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractor	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	1.5
Total Acres Graded per Day					3.5
Grading	Crawler Tractor	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Rubber-Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					4.0

Source: CalEEMod version 2016.3.2

For this project, the appropriate source receptor area (SRA) for the LSTs is the Central San Bernardino Valley area (SRA 34) since this area includes the Project Site. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size in one day. As shown in **Table 4.2-8**, project construction is anticipated to disturb a maximum of 4.0 acres in a single day.

The SCAQMD’s methodology clearly states that “off-site mobile emissions from the project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered. LSTs are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest existing sensitive receptor to the development boundaries is approximately 150 feet (46 meters) from the boundary of construction activities. Therefore, the LST for receptors at a distance of 50 meters was used in this analysis.

Table 4.2-9, Localized Significance of Emissions for Construction, presents the estimates of localized emissions during construction activity. The LSTs reflect a maximum disturbance of 4.0 acres daily assumed for the Proposed Project. As shown in the table, the maximum air pollutant emissions resulting from project construction would not exceed the applicable LST; therefore, this impact is less than significant.

Table 4.2-9: Localized Significance of Emissions for Construction

LST 5.0 Acres/ Central San Bernardino Valley	Pollutant (pounds per day)			
	Nitrogen Oxide (NO _x)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})	Carbon Monoxide (CO)
Maximum Daily Emissions (on-site)	54.52	6.29	3.81	33.38
SCAQMD Localized Threshold (25 meters)	270	14	8	1,746
SCAQMD Localized Threshold (50 Meters)	302	44	10	2,396
Significant?	No	No	No	No

Source: CalEEMod version 2016.3.2

Notes: Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.

Operation-Related Localized Air Quality Impacts

According to the SCAQMD methodology, LSTs apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the proposed project involves the development of a warehouse, the operational phase LST protocol was applied. LSTs for receptors located at 50 meters for SRA 34 were used in this analysis.

The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4.2-10, Localized Significance of Operational Emissions**, include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is 40 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of 2 miles or 10,560 feet; thus, the 5 percent assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed applicable LSTs.

Table 4.2-10: Localized Significance of Operational Emissions

Activity	Pollutant (maximum pounds per day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Fine Particulate Matter (PM ₁₀)	Coarse Particulate Matter (PM _{2.5})
On-site Emissions	7.84	7.26	2.12	0.64
SCAQMD Localized Screening Threshold (5 acres at 50 meters)	302	2,396	11	3
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to Appendix B for model data outputs.

Table 4.2-10 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Therefore, significant impacts would not occur concerning LSTs during operational activities.

Carbon Monoxide Hot Spots

Carbon monoxide emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (adversely affecting residents, schoolchildren, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hot spots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment area for the federal CO standards and an attainment area for state CO standards. There has been a decline in overall carbon monoxide emissions in the United States even though vehicle miles traveled on urban and rural roads have increased. On-road mobile source CO emissions declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, carbon monoxide analysis in the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes in the Basin. Of the locations analyzed by SCAQMD for the 2003 Air Quality Management Plan, the intersection of Wilshire Boulevard/Veteran Avenue in the City of Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California, with an average daily traffic volume of approximately 100,000 vehicles per day. Based on information in the Traffic Impact Analysis, the intersection of Sierra Avenue and Lytle Creek Road was identified as having the greatest amount of traffic. Based off the Traffic Impact Analysis, the Sierra Avenue and Lytle Creek Road intersection would experience a total volume of 7,920 vehicle trips per day during the horizon year 2040, which is well below the 100,000 vehicles per day observed at Wilshire Boulevard/Veteran Avenue. Therefore, it can be inferred that CO hot spots would not occur at the intersection of Sierra Avenue or Lytle Creek Road, nor other intersections near the Proposed Project. Therefore, impacts would be less than significant in this regard.

Carcinogenic Risk

Vehicle DPM emissions were estimated using emission factors for PM₁₀ generated with the 2014 version of EMFAC developed by the California Air Resources Board. EMFAC 2014 is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC 2014, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day.

Based on the program outputs, the highest expected annual average DPM emission concentrations resulting from operation of the project (2036 daily heavy truck trips) would be 0.16 µg/m³. This level of concentration would be experienced at the southern docks on the Warehouse Area. The highest expected annual average diesel PM₁₀ emission concentrations at a sensitive receptor, sensitive receptor #3 (which is located approximately 150 feet from the Warehouse Area boundary), would be 0.0095 µg/m³; refer to the health risk assessment in Appendix B. The calculations conservatively assume no cleaner technology with lower emissions in future years. Cancer risk calculations are based on 70-, 30-, and 9-year maximally exposed individual resident (MEIR) exposure periods. As shown in **Table 4.2-11, Maximum Operational Health Risk at Project Vicinity Residences**, the highest calculated carcinogenic risk because of the project is 7.63 per million for a 70-year exposure, 6.48 per million for a 30-year exposure, and 4.63 per million for a 9-year exposure. As shown, impacts related to cancer risk and DPM concentrations from heavy trucks would be less than significant at the nearest residences.

Table 4.2-11: Maximum Operational Cancer Risk at Project Vicinity Residences

MEIR Exposure Scenario	Maximum Cancer Risk (Risk per Million) ^{1,2}	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
70-Year Exposure	7.63	10	No
30-Year Exposure	6.48	10	No
9-Year Exposure	4.63	10	No

Notes:

1. Refer to Appendix B.
2. Highest diesel PM₁₀ concentration and highest cancer risk at MEIR was modeled at sensitive receptor #3.

Noncarcinogenic Hazards

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the reference exposure level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals in the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with the emissions from the project at sensitive receptors would be 0.0019 and 0.035, respectively; refer to the health risk assessment in Appendix B. Therefore, noncarcinogenic hazards are calculated to be within acceptable limits, and a less than significant impact would occur.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

OBJECTIONABLE ODORS

Impact 4.2-4 The project could potentially create objectionable odors affecting a substantial number of people.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD (1993) CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food

processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Moreover, while the Logistics Facility would generate diesel truck trips, those vehicles would be located a substantial distance from nearby receptors and trucks would be required to comply with mandatory operational emissions reduction standards, such as reducing idling, that would further minimize emissions and possible odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Additionally, construction-related odors dissipate rapidly as the nature of construction necessitates the need to move equipment around the construction site throughout a work day. Any impacts to existing adjacent land uses would be short-term and are less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.2-5 The project would potentially create a cumulative air quality impact.

A project could contribute to an existing or projected air quality exceedance because the Basin is currently in nonattainment for state and federal O₃ and PM₁₀ standards and for state PM_{2.5} standards. With regard to determining the significance of the cumulative contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts.

As discussed earlier, the Proposed Project would violate air quality standards and would conflict with the SCAQMD's Air Quality Management Plan, which is intended to bring the Basin into attainment for all criteria pollutants. Development density and vehicle trip generation associated with the project are anticipated to be greater than what would occur under the General Plan's current land use designation for the Project Site. This increase in anticipated vehicle trips would result in the increased generation of air pollutants, potentially exceeding the air pollutant inventory and assumptions in the AQMP. As such, cumulative impacts would be cumulatively considerable.

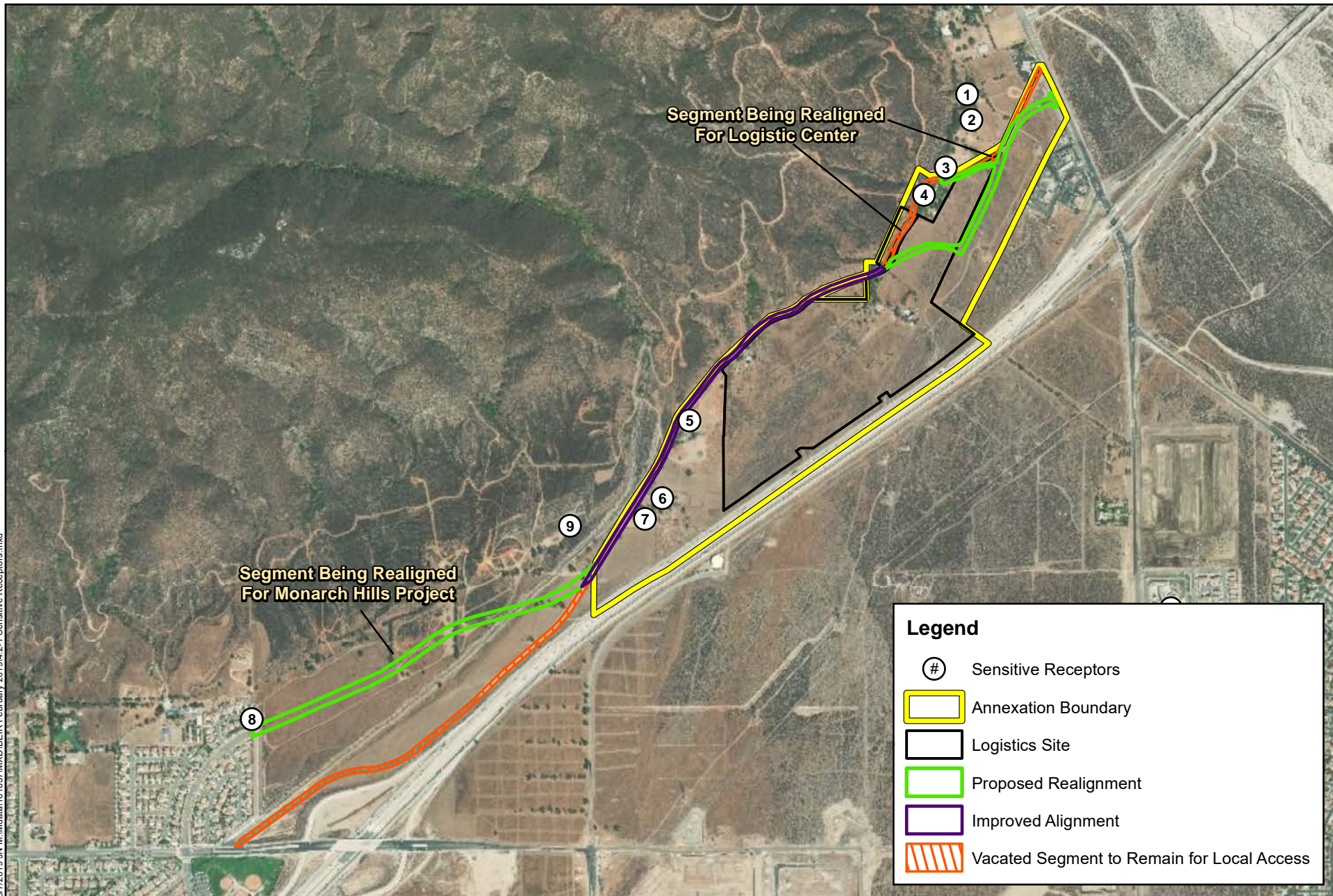
Mitigation Measures

Refer to Mitigation Measures AQ-1 through AQ-4 (see Impact 4.2-2).

Level of Significance After Mitigation

As discussed previously, no additional mitigation measures would make the project consistent with the 2016 AQMP. Therefore, even with Mitigation Measures AQ-1 through AQ-4, the cumulative air quality impact would be significant and unavoidable.

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Legend

- ① Sensitive Receptors
- Annexation Boundary
- Logistics Site
- Proposed Realignment
- Improved Alignment
- Vacated Segment to Remain for Local Access



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4.3 Biological Resources

This section evaluates the existing biological resources setting and the potential effects caused by implementation of the Proposed Project, including those on sensitive species and jurisdictional resources. The information and analysis herein rely on the following investigations and collectively document the biological resources and conditions of the Project site:

- *Caprock Warehouse Project Delineation of State and Federal Jurisdictional Waters*, Michael Baker International, October 2017;
- *Caprock Warehouse Project Habitat Assessment*, Michael Baker International, October 2017;
- *Results of 2018 Breeding Season California Gnatcatcher Surveys, Caprock Warehouse Project*, Kidd Biological Inc., June 29, 2018;
- *Results of a Focused Trapping Survey for the Federally Endangered San Bernardino Kangaroo Rat at the I-15 Logistics Project Site, located in the City of Fontana, San Bernardino County, California*, SJM Biological Consultants, August 30, 2018; and
- *Caprock Warehouse Project 2018 Rare Plant Survey Report*, Michael Baker International, August 2018.

Collectively, these investigations included on-site field surveys in 2017 and 2018, research, literature review, and coordination with wildlife agencies and species specialists; refer to **Appendix C**.

4.3.1 Existing Conditions

Physical and Biological Setting

Site Conditions

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

Based on a review of historical aerial photographs, the Project Area has been exposed to a variety of disturbances, including clearing/disking activities, off-road vehicle use, residential land uses, and illegal dumping.

The Project Area is currently occupied by eight single-family residences and associated vacant unimproved land. In addition to the dwelling units, the property is improved with paved parking areas and associated landscaping. Other existing hardscapes include Lytle Creek Road, which is generally aligned along the northwestern boundary of the Project's proposed annexation; refer to **Exhibit 3.0-3**. Lytle Creek Road is a 22-foot-wide asphalt two-lane undivided roadway oriented in a north-south direction, with a total public right-of-way (ROW) of 60 feet.

Habitats in the northern half of the Project Area support fewer shrubs and are more open, with greater than 60 percent non-native grass cover, as compared to habitats in the southern half of the Project Area, which support more shrub cover with less than 30 percent non-native grass cover. A water tank is situated in the southern portion of the Project Area, and Southern California Edison (SCE) transmission towers are located adjacent to the Project Area's eastern boundary.

Vegetation

Portions of the Project Area have been routinely maintained (i.e., cleared/disked) and subject to anthropogenic disturbances, which has heavily disturbed the natural plant communities on-site. In addition, with the prior development of Sierra Avenue and channelization of Lytle Creek under I-15, the Project Area has been cut off from the fluvial process of Lytle Creek. Five plant communities were observed within the boundaries of the Project Area during the habitat assessment: Riversidean Sage Scrub (RSS), disturbed Riversidean Alluvial Fan Sage Scrub (RAFSS), mixed riparian scrub, non-native grassland, and ornamental. In addition, the Project Area contains land cover types that would be classified as Disturbed and Developed.

Wildlife

Fish

No fish were observed in the Project Area during the habitat assessment. The ephemeral drainage features in the Project Area were dry and most likely do not support standing water for long periods of time that would be sufficient to support populations of fish. Therefore, no fish are expected to occur, and are presumed to be absent from the Project Area.

Amphibians

No amphibians were observed in the Project Area during the habitat assessment. As stated, the ephemeral drainage features located within the Project Area were dry and most likely do not support standing water for long periods of time that would be sufficient to support populations of amphibians. However, amphibians may still be present under leaf litter or aestivating underneath the surface in the vicinity of the drainage features. When surface water is present, amphibians may be also present. Amphibian species most likely to occur when water is present, or to aestivate in the area when water is not, include Baja California treefrog (*Pseudacris hypochondriaca*) and western toad (*Anaxyrus boreas*).

Reptiles

The Project Area and surrounding habitat have the potential to support a variety of reptilian species adapted to human disturbances. San Diego gopher snake (*Pituophis catenifer annectens*) was the only reptilian species observed during the habitat assessment. Other reptilian species that are expected to occur on-site include western side-blotched lizard (*Uta stansburiana elegans*), western fence lizard (*Sceloporus occidentalis*), southern pacific rattlesnake (*Crotalus oreganus helleri*), and alligator lizard (*Elgaria multicarinata*).

Birds

The Project Area provides suitable foraging habitat for a variety of resident and migrant bird species. Bird species detected during the field survey included red-tailed hawk (*Buteo jamaicensis*), house finch (*Carpodacus mexicanus*), American kestrel (*Falco sparverius*), California towhee (*Melospiza crissalis*), northern mockingbird (*Mimus polyglottos*), American bushtit (*Psaltiriparus minimus*), western meadowlark (*Sturnella neglecta*), and Bewick's wren (*Thryomanes bewickii*).

Mammals

California ground squirrel (*Otospermophilus beecheyi*) and Audubon's cottontail (*Sylvilagus audubonii*) were the only mammalian species observed during the habitat assessment. However, the Project Area and surrounding habitat have the potential to support a variety of mammalian species adapted to human disturbances such as raccoon (*Procyon lotor*), Botta's pocket gopher (*Thomomys bottae*), opossum (*Didelphis virginiana*), mule deer (*Odocoileus hemionus*), and striped skunk (*Mephitis mephitis*). However, no bat species are expected to occur due to a lack of suitable roosting habitat (i.e., trees, crevices) in the Project Area.

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the 2017 field survey. The plant communities in the Project Area provide foraging and nesting habitat for a variety of year-round and seasonal avian residents, as well as for migrating songbirds that could occur in the area. The Project Area also has the potential to support birds that nest on the open ground, such as killdeer (*Charadrius vociferus*) and western meadowlark (*Sturnella neglecta*). Additional nesting habitat is present within the shrubs and trees throughout the Project Area.

The Project Area was also surveyed for the presence of burrowing owl (*Athene cunicularia*), currently listed as a California Species of Special Concern, during the 2017 habitat assessment. The Project Area is relatively flat and sparsely vegetated with low-growing plant species that provide open foraging habitat and a clear line of sight favored by burrowing owls. However, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) was observed during the field survey. In addition, the Project Area does not provide suitable burrows (>4 inches in diameter) with the potential to provide roosting/nesting opportunities for burrowing owl. Therefore, it was determined that burrowing owl have a low potential to occur within the Project Area.

Migratory Corridors and Linkages

Habitat linkages provide links between larger 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, yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Land Use Plan from the San Bernardino County General Plan Open Space Element depicts wildlife corridors in the County's Valley and Mountain areas. According to the Land Use Plan, the Project Area has not been identified as occurring within a Wildlife Corridor or Linkage. Although constrained by I-15 to the southeast and by Sierra Avenue to the east, the open and natural habitats within and surrounding the Project Area to the north and southwest allow wildlife to move through the region in search of food, shelter, or nesting habitat from the San Gabriel Mountains. Additionally, Lytle Creek Wash is directly northeast of the Project Area across Sierra Avenue. The Project Area provides open space for wildlife species moving northwest from the wash into the San Gabriel Mountains; however, there is a high level of disturbance in the area, as well as surrounding urban development adjacent to the Project Area.

Jurisdictional Areas

Three key agencies regulate activities in inland streams, wetlands, and riparian areas in California. The United States Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredge or fill materials into waters of the United States pursuant to Section 404 of the federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges to surface waters pursuant to CWA Section 401 and the California Porter-Cologne Water Quality Control Act, while the California Department of Fish and Wildlife (CDFW) regulates alterations to streambeds and associated plant communities under Section 1600 et seq. of the California Fish and Game Code.

Three unnamed, ephemeral drainage features (D-1, D-2, and D-3) were observed within the boundaries of the Project Area. These drainage features exhibited evidence of an ordinary high water mark (OHWM); however, it was determined that all three drainages do not exhibit a surface hydrologic connection to downstream waters of the United States. Therefore, the on-site drainages are considered intrastate isolated waters with no apparent interstate or foreign commerce connection and not considered jurisdictional under the CWA.

Special-Status Biological Resources

The literature search conducted as part of the habitat assessment for the Project identified 19 special-status plant species, 29 special-status wildlife species, and three special-status plant communities as having the potential to occur within the Devore United States Geological

Survey (USGS) 7.5-minute quadrangle, which includes the Project Area. Special-status plant and wildlife species were evaluated for their potential to occur in the Project Area based on habitat requirements, availability and quality of suitable habitat, and known distributions. Species determined to have the potential to occur in the general vicinity of the Project Area are presented in **Table 4.3-1, Potentially Occurring Special-Status Biological Resources**.

Special-Status Plants

Nineteen special-status plant species have been recorded in the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California in the Devore USGS 7.5-minute quadrangle. Special-status plant species were observed on-site during the October 2017 habitat assessment and August 2018 rare plant surveys. Specifically, one population of Plummer's mariposa lily (*Calochortus plummerae*) consisting of approximately 46 individuals were observed. Plummer's mariposa lily is identified on the CNPS inventory with a ranking of 4.2 signifying that it is on the watch list and is considered moderately threatened. The population of Plummer's mariposa lily was observed in the central portion of the Project Area on granitic, rocky soils in a disturbed RAFSS plant community. In addition, to the Plummer's mariposa lily, the Project Area also supports a population of Southern California black walnut (*Juglans californica*) consisting of approximately 90 individuals. Southern California black walnut is also ranked 4.2 per the CNPS inventory, and is considered a "significant tree" under the City's tree preservation ordinance, City of Fontana Municipal Code [Municipal Code], Chapter 28, Article III. The population of Southern California black walnut is associated with the rural residential properties located along the northwestern boundary of the Project Area. Additionally, Southern California black walnut individuals were observed within the mixed riparian scrub plant community, and approximately four individuals are in the northern portion of the Project Area. All remaining special-status plant species identified in the CNDDDB either have a low potential to occur or are presumed to be absent from the Project Area due to a lack of suitable habitat and known distributions.

Special-Status Wildlife

Twenty-nine special-status wildlife species have been reported in the Devore USGS 7.5-minute quadrangle. Loggerhead shrike (*Lanius ludovicianus*) was observed during the 2017 habitat assessment. Based on the results of the field survey, it was determined that the Project Area has a high potential to support Cooper's hawk (*Accipiter cooperii*) and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). The Project Area has a moderate potential to support California glossy snake (*Arizona elegans occidentalis*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), northern harrier (*Circus cyaneus*), and coast horned lizard (*Phrynosoma blainvillii*).

San Bernardino Kangaroo Rat

In 2002, the United States Fish and Wildlife Service (USFWS) designated four Critical Habitat units for San Bernardino kangaroo rat (SBKR), which is federally listed as endangered. The Project Area is in Critical Habitat Unit 2, Lytle Creek/Cajon Wash; refer to **Exhibit 4.3-1, Critical Habitat**. SBKR habitat is described as confined to pioneer and intermediate RAFSS habitats, with sandy soils deposited by fluvial (water) rather than aeolian

(wind) processes. The disturbed RAFSS plant community in the Project Area provides some shelter and has less than 50 percent canopy cover with patches of suitable soils for burrowing and foraging. However, the Project Area has been effectively cut off from the historic fluvial flow patterns and scouring regimes of Lytle Creek and flows exiting the San Gabriel Mountains due to the construction of I-15, Lytle Creek Road, Sierra Avenue, and developments in the surrounding area. These activities have disrupted the natural flood regime in the area, resulting in poor quality SBKR habitat on-site. Further, the high degree of anthropogenic disturbances to which the majority of the Project Area has been subject further reduce the suitability of the habitat to support SBKR.

Although the Project Area exhibits very low potential for SBKR, it is located within USFWS-designated SBKR critical habitat. Thus, a detailed assessment was required to confirm presence/absence of SBKR. Additionally, a SBKR focused trapping survey was conducted in the Project Area in May 2018 by USFWS-permitted biologists under the authority of a federal USFWS 10(a)(1)(A) endangered species permit (TE-43597A). Numerous trapping areas that resembled potential SBKR habitat were sampled. Because of the large size of the Project Area and extant habitat stands, some areas with potential SBKR activity were not trapped. However, the distribution of trap lines and traps was extensive, and the best available habitat areas were sampled. No SBKR were captured during the trapping survey.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Poliophtila californica californica*) is a federally threatened species most commonly found in the sage scrub communities of coastal southern California. Coastal California gnatcatchers (CAGN) are ground and shrub-foraging insectivores and are predominantly found in areas with elevations below 950 feet. The main threat to the CAGN is habitat loss, fragmentation, and degradation of habitat from invasive plant species and drought. Urban and agricultural development, livestock grazing, invasion of exotic grasses, off-road vehicles, pesticides, and military training activities all contribute to the destruction of CAGN habitat.

Protocol breeding surveys were conducted for the coastal California gnatcatcher (CAGN) in the Project Area between March and May 2018 by USFWS-permitted biologists in conformance with USFWS (1997) Coastal California Gnatcatcher Presence/Absence Survey Guidelines. A total of six surveys were performed one week apart in suitable CAGN habitat. No CAGN were detected during the surveys, nor were any brown-headed cowbirds (*Molothrus ater*) (considered to be nest parasites for CAGNs) observed.

All remaining special-status wildlife species identified in the CNDDDB either have a low potential to occur or are presumed to be absent from the Project Area due to a lack of suitable habitat and known distributions.

Special-Status Plant Communities

According to the CNDDDB, three special-status plant communities have been reported in the Devore USGS 7.5-minute quadrangle: RAFSS, Southern Riparian Forest, and Southern Sycamore Alder Riparian Woodland. A disturbed RAFSS plant community was the only

special-status plant community observed on-site during the 2017 and 2018 field surveys. As stated above, the Project Area has been effectively cut off from the historic fluvial flow patterns and scouring regimes of Lytle Creek and flows exiting the San Gabriel Mountains due to the construction of I-15, Lytle Creek Road, Sierra Avenue, and developments in the surrounding area. These activities have disrupted the natural flood regime in the area, resulting in poor quality RAFSS habitat on-site.

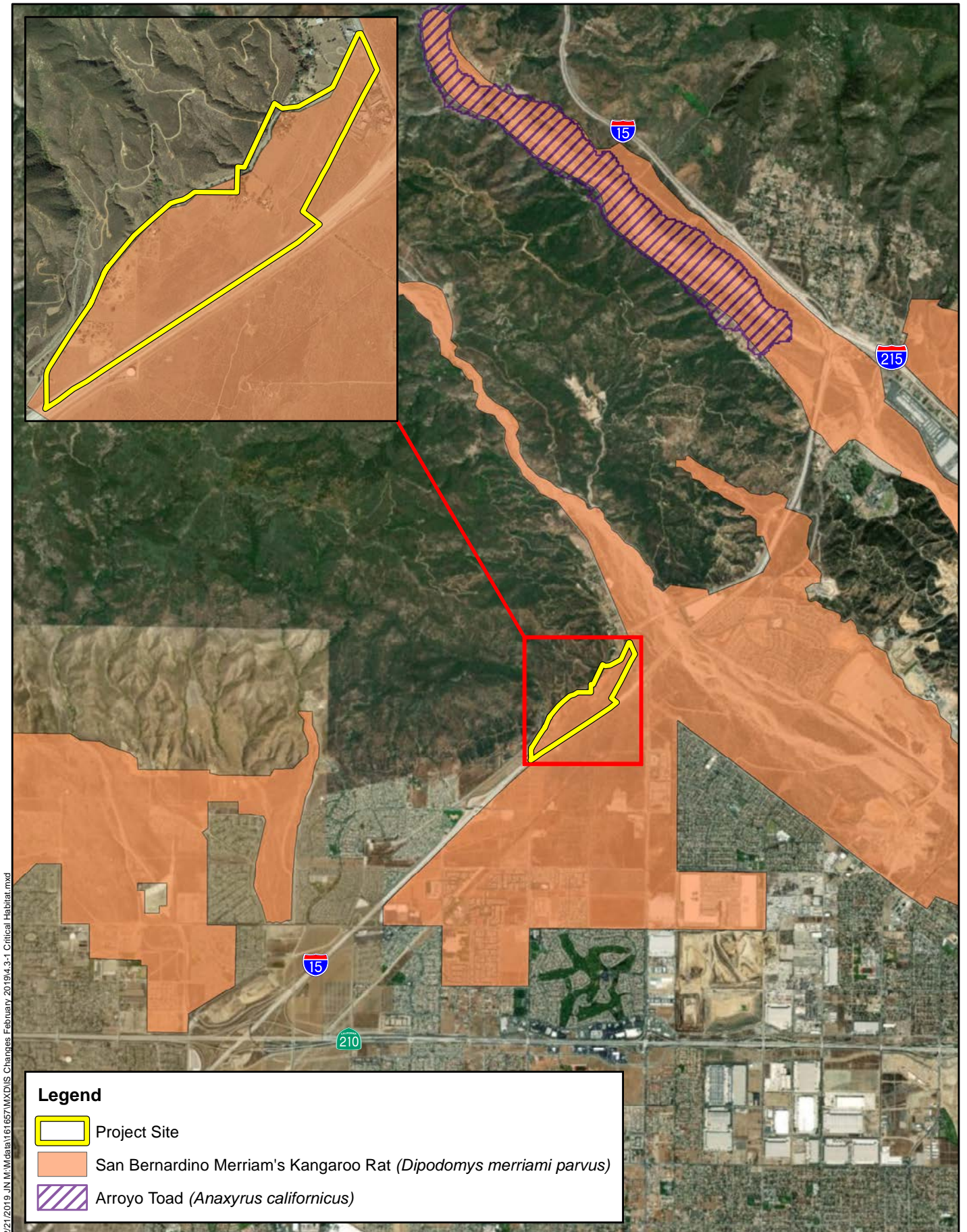
Critical Habitat

Under the federal Endangered Species Act (ESA), “Critical Habitat” refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features which are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether or not individuals or the species are present.

In the event that a project may result in take or adverse modification to a species’ designated Critical Habitat, a project proponent may be required to engage in suitable mitigation. However, consultation for impacts to Critical Habitat is only required when a project has a federal nexus. This may include projects that occur on federal lands, require federal permits (e.g., CWA Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, the federal agency that is responsible for issuing funds or permits would be required to consult with the USFWS under the ESA.

As discussed above and shown in **Exhibit 4.3-1, Critical Habitat**, the Project Area is located within federally designated Critical Habitat for SBKR.

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Table 4.3-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
Special-Status Wildlife Species					
<i>Accipiter cooperii</i> Cooper's hawk	Fed: CA:	None WL	Generally found in forested areas up to 3,000 feet in elevation, especially near edges and rivers. Prefers hardwood stands and mature forests, but can be found in urban and suburban areas where there are tall trees for nesting. Common in open areas during nesting season.	No	High: The Project Area provides suitable foraging habitat for this species.
<i>Aimophila ruficeps canescens</i> southern California rufous-crowned sparrow	Fed: CA:	None WL	Typically found between 3,000 and 6,000 feet in elevation. Breeds in sparsely vegetated scrubland on hillsides and canyons. Prefers coastal sage scrub dominated by California sagebrush (<i>Artemisia californica</i>), but can also be found breeding in coastal bluff scrub, low-growing serpentine chaparral, and along the edges of tall chaparral habitats.	No	Low: The Project Area provides marginal foraging and habitat for this species; however, the Project Area is out of the elevation range for this species.
<i>Anniella stebbinsi</i> Southern California legless lizard	Fed: CA:	None SSC	Locally abundant specimens are found in coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans. A large protected population persists in the remnant of the once extensive El Segundo Dunes at Los Angeles International Airport.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Aquila chrysaetos</i> golden eagle	Fed: CA:	None FP; WL	Occupies nearly all terrestrial habitats of the western states except densely forested areas. Favors secluded cliffs with overhanging ledges and large trees for nesting and cover. Hilly or mountainous country where takeoff and soaring are supported by updrafts is generally preferred to flat habitats. Deeply cut canyons rising to open mountain slopes and crags are ideal habitat.	No	Low: There is marginal foraging habitat on-site; however, there is no suitable nesting habitat on or in the vicinity of the Project Area.
<i>Arizona elegans occidentalis</i> California glossy snake	Fed: CA:	None SSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral habitats.	No	Moderate: Suitable habitat is present throughout the Project Area. Per the CNDDB, one adult was observed dead on a road approximately 0.13 miles west of the Project Area in 2013.
<i>Artemisiospiza belli belli</i> Bell's sage sparrow	Fed: CA:	None WL	Occurs in chaparral dominated by fairly dense stands of chamise. Also found in coastal sage scrub in south of range.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats on the Project Area.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	Fed: CA:	None SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage—chaparral, woodland, and riparian areas.	No	Moderate: Suitable habitat is present within the RSS and disturbed RAFSS habitats on the Project Area.
<i>Athene cunicularia</i> burrowing owl	Fed: CA:	None SSC	Primarily a grassland species, but it persists and even thrives in some landscapes highly altered by human activity. Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. The overriding characteristics of suitable habitat appear to be burrows for roosting and nesting and relatively short vegetation with only sparse shrubs and taller vegetation.	No	Low: There is suitable foraging habitat within the Project Area. However, the Project Area does not provide suitable burrows (>4 inches in diameter) for roosting/nesting opportunities. Additionally, no burrowing owls or sign (i.e., feathers, pellets, and scat) were observed during the 2017 habitat assessment.
<i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse	Fed: CA:	None SSC	Found terrestrially in a wide variety of open habitats ranging from chaparral and grasslands to scrub forests and deserts. Major habitat requirement is the presence of low-growing vegetation or rocky outcroppings, as well as sandy soil to dig burrows.	No	Low: Marginal habitat is present within the disturbed RAFSS habitat on the Project Area.
<i>Chaetodipus fallax pallidus</i> pallid San Diego pocket mouse	Fed: CA:	None SSC	Common resident of sandy herbaceous areas, usually in association with rocks or coarse gravel in southwestern California. Occurs mainly in arid coastal and desert border areas. Habitats include coastal scrub, chamise-redshank chaparral, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grassland.	No	Low: Marginal habitat is present within the disturbed RAFSS habitats on the Project Area.
<i>Circus cyaneus</i> northern harrier	Fed: CA:	None SSC	Frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands; seldom found in wooded areas. Mostly found in flat, or hummocky, open areas of tall, dense grasses moist or dry shrubs, and edges for nesting, cover, and feeding.	No	Moderate: There is suitable foraging habitat within and adjacent to the Project Area, but no suitable nesting habitat.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Dipodomys merriami parvus</i> San Bernardino kangaroo rat (SBKR)	Fed: CA:	END SSC	Prefer alluvial scrub/coastal sage scrub habitats on gravelly and sandy soils adjoining river and stream terraces, and on alluvial fans. Rarely occur in dense vegetation or rocky washes.	No	Low: Marginal habitat is present within the disturbed RAFSS habitats ion the Project Area. SBKR have not been trapped during focused surveys conducted from 2002 to 2016 in north Fontana. Additionally, the Project Area has been effectively cut off from the historic fluvial flow patterns and scouring regimes of Lytle Creek due to the construction of I-15, Lytle Creek Road, Sierra Avenue, and developments in the surrounding area. As a result, the natural flood regime and SBKR populations in the area have been cut off from the Project Area.
<i>Elanus leucurus</i> white-tailed kite	Fed: CA:	None FP	Occurs in low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Uses trees with dense canopies for cover. Important prey item is the California vole.	No	Low: Although there is marginal foraging habitat on-site, there is no suitable nesting habitat on or in the vicinity of the Project Area.
<i>Icteria virens</i> yellow-breasted chat	Fed: CA:	None SSC	Primarily found in tall, dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories. Nesting areas are associated with streams, swampy ground, and the borders of small ponds. Breeding habitat must be dense to provide shade and concealment.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Lanius ludovicianus</i> loggerhead shrike	Fed: CA:	None SSC	Often found in broken woodlands, shrublands, and other habitats. Prefers open country with scattered perches for hunting and fairly dense brush for nesting.	Yes	Present: This species was observed foraging within the Project Area during the 2017 field survey.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	Fed: CA:	None SSC	Occurs in diverse habitats, but primarily is found in arid regions supporting shortgrass habitats. Openness of open scrub habitat is preferred over dense chaparral.	No	High: Suitable habitat is present throughout the Project Area. Further, this species is known to occur in the general vicinity.
<i>Microtus californicus mohavensis</i> Mojave River vole	Fed: CA:	None SSC	Found in moist habitats including meadows, freshwater marshes, and irrigated pastures in the vicinity of the Mojave River. Suitable habitat is associated with ponds and irrigation canals along with the Mojave River proper. Alfalfa fields may also provide habitat.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	Fed: CA:	None SSC	Occurs in coastal scrub communities between San Luis Obispo and San Diego counties. Prefers moderate to dense canopies, and especially rocky outcrops.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Nyctinomops femorosaccus</i> pocketed free-tailed bat	Fed: CA:	None SSC	Often found in pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis. Prefers rocky desert areas with high cliffs or rock outcrops/crevices for roosting.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Pandion haliaetus</i> osprey	Fed: CA:	None WL	Associated strictly with large, fish-bearing waters, primarily in ponderosa pine through mixed conifer habitats. Uses large trees, snags, and dead-topped trees in open forest habitats for cover and nesting. Requires open, clear waters for foraging and uses rivers, lakes, reservoirs, bays, estuaries, and surf zones.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Perognathus longimembris brevinasus</i> Los Angeles pocket mouse	Fed: CA:	None SSC	Occurs in lower elevation grasslands and coastal sage scrub communities in and around the Los Angeles Basin. Prefers open ground with fine sandy soils. May not dig extensive burrows, but instead will seek refuge under weeds and dead leaves instead.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Perognathus longimembris pacificus</i> Pacific pocket mouse	Fed: CA:	END SSC	Occurs on loose sandy soils that support sparse coastal sage scrub, grassland, and ruderal habitats.	No	Presumed Absent: No suitable habitat is present within the Project Area.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Phrynosoma blainvillii</i> coast horned lizard	Fed: CA:	None SSC	Occurs in a wide variety of vegetation types including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat, created by disturbance (e.g., fire, floods, roads, grazing, and fire breaks). The key elements of such habitats are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge.	No	Moderate: Suitable habitat is present throughout the Project Area. Further, this species is known to occur in the general vicinity.
<i>Poliophtila californica californica</i> coastal California gnatcatcher	Fed: CA:	THR SSC	Obligate resident of sage scrub habitats that are dominated by California sagebrush (<i>Artemisia californica</i>). This species generally occurs below 750 feet elevation in coastal regions and below 1,500 feet inland. It prefers habitat with more low-growing vegetation.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS plant communities. However, this species is generally known to occur at elevations below 1,500 feet inland. California gnatcatcher was not observed during focused surveys conducted from 2002 to 2016 in north Fontana.
<i>Rana muscosa</i> southern mountain yellow-legged frog	Fed: CA:	END WL	Prefers high-altitude mountain streams, typically those with boulders in them. Always found in the water, on rocks, or within a foot or two of the water's edge.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Rhinichthys osculus</i> ssp. 3 Santa Ana speckled dace	Fed: CA:	None SSC	Occurs in the headwaters of the Santa Ana and San Gabriel rivers, usually in areas with shallow cobble and gravel riffles. Requires permanent water flow with summer water temperatures between 17 and 20° Celsius.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Salvadora hexalepis virgultea</i> coast patch-nosed snake	Fed: CA:	None SSC	Inhabits semi-arid brushy areas and chaparral in canyons, rocky hillsides, and plains. Requires friable soils for burrowing.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Setophaga petechia</i> yellow warbler	Fed: CA:	None SSC	Nests over all of California except the Central Valley, the Mojave Desert region, and high altitudes and the eastern side of the Sierra Nevada. Winters along the Colorado River and in parts of Imperial and Riverside Counties. Nests in riparian areas dominated by willows, cottonwoods, sycamores, or alders or in mature chaparral. May also use oaks, conifers, and urban areas near stream courses.	No	Presumed Absent: No suitable habitat is present within the Project Area.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Vireo bellii pusillus</i> least Bell's vireo	Fed: CA:	END END	Primarily occupy riverine/riparian habitat that typically features dense cover within 1–2 meters of the ground and a dense, stratified canopy. Typically, it is associated with southern willow scrub, cottonwood-willow forest, mulefat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. Uses habitat which is limited to the immediate vicinity of water courses, 2,000 feet elevation in the interior.	No	Presumed Absent: No suitable habitat is present within the Project Area.
Special-Status Plant Species					
<i>Ambrosia monogyra</i> singlewhorl burrobrush	Fed: CA: CNPS :	None None 2B.2	Found in sandy soils within chaparral and Sonoran desert scrub habitat. Found at elevations ranging from 33 to 1,640 feet above mean sea level (msl). Blooming period is from August to November.	No	Presumed Absent: The Project Area is out of this species' elevation range.
<i>Calochortus plummerae</i> Plummer's mariposa lily	Fed: CA: CNPS :	None None 4.2	Found in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest habitats. Prefers rocky and sandy sites composed of granitic or alluvial material. Can be very common after a fire. Found at elevations ranging from 459 to 6,299 feet above msl. Blooming period ranges from May to July.	Yes	Present: Approximately 46 individuals were observed in the Project Area during the 2018 blooming season.
<i>Chorizanthe parryi</i> var. <i>parryi</i> Parry's spineflower	Fed: CA: CNPS :	None None 1B.1	Occurs on sandy and/or rocky soils in chaparral, coastal sage scrub, and sandy openings in alluvial washes and margins. Found at elevations ranging from 951 to 3,773 feet above msl. Blooming period is from April to June.	No	Moderate: Suitable habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Chorizanthe xanti</i> var. <i>leucotheca</i> white-bracted spineflower	Fed: CA: CNPS :	None None 1B.2	Found in sandy or gravelly soils in coastal scrub (alluvial fans), Mojavean desert scrub, pinyon, and juniper woodland habitats. Found at elevations ranging from 984 to 3,937 feet above msl. Blooming period is from April to June.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Cryptantha incana</i> Tulare cryptantha	Fed: CA: CNPS :	None None 1B.3	Occurs in lower montane coniferous forest (gravelly or rocky). Found at elevations ranging from 4,692 to 7,054 feet above msl. Blooming period is from June to August.	No	Presumed Absent: The Project Area is out of this species' elevation range.
<i>Dodecahema leptoceras</i> slender-horned spineflower	Fed: CA: CNPS :	END END 1B.1	Found in sandy soils in chaparral, cismontane woodland, and coastal scrub habitats. Found at elevations ranging from 656 to 2,493 feet above msl. Blooming period is from April to June.	No	Presumed Absent: No suitable habitat is present within the Project Area.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Eriastrum densifolium</i> ssp. sanctorum Santa Ana River woollystar	Fed: CA: CNPS :	END END 1B.1	Grows in sandy or gravelly soils in chaparral and coastal scrub habitat. Found at elevations ranging from 299 to 2,001 feet above msl. Blooming period is from April to September.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Galium jepsonii</i> Jepson's bedstraw	Fed: CA: CNPS :	None None 4.3	Found in granitic, rocky or gravelly soils in lower montane coniferous forest and upper montane coniferous forest habitats. Found at elevations ranging from 5,052 to 8,202 feet above msl. Blooming period is from July to August.	No	Presumed Absent: The Project Area is out of this species' elevation range.
<i>Galium johnstonii</i> Johnston's bedstraw	Fed: CA: CNPS :	None None 4.3	Preferred habitats include chaparral, riparian woodland, lower montane coniferous forest, pinyon, and juniper woodland. Found at elevations ranging from 4,003 to 7,546 feet above msl. Blooming period is from June to July.	No	Presumed Absent: The Project Area is out of this species' elevation range.
<i>Horkelia cuneata</i> var. puberula mesa horkelia	Fed: CA: CNPS	None None 1B.1	Occurs on sandy or gravelly soils in chaparral, woodlands, and coastal scrub plant communities. Found at elevations ranging from 230 to 2,657 feet above msl. Blooming period is from February to September.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Juglans californica</i> Southern California black walnut	Fed: CA: CNPS :	None None 4.2	Found in chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats. Found at elevations ranging from 164 to 2,953 feet above msl. Blooming period is from March to August.	Yes	Present: This species was observed during the 2017 habitat assessment; suitable habitat is present in the Project area. Further, approximately 90 individuals were observed in the Project Area during the 2018 blooming season.
<i>Lilium humboldtii</i> ssp. ocellatum ocellated Humboldt lily	Fed: CA: CNPS :	None None 4.2	Found in openings in chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and riparian woodland habitats. Found at elevations ranging from 98 to 5,906 feet above msl. Blooming period is from March to August.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Lilium parryi</i> lemon lily	Fed: CA: CNPS :	None None 1B.2	Prefers lower montane coniferous forest, riparian forests, upper montane coniferous forests, meadows, and seeps. Found at elevations ranging from 4,003 to 9,006 feet above msl. Blooming period is from July to August.	No	Presumed Absent: The Project Area is out of this species' elevation range.

Scientific Name Common Name	Status		Habitat	Observed On-Site	Potential to Occur
<i>Lycium parishii</i> Parish's desert-thorn	Fed: CA: CNPS :	None None 2B.3	Habitats include coastal scrub and Sonoran desert scrub. Found at elevations ranging from 443 to 3,281 feet above msl. Blooming period is from March to April.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats within the Project Area.
<i>Malacothamnus parishii</i> Parish's bush-mallow	Fed: CA: CNPS :	None None 1A	Occurs in chaparral and coastal scrub habitats. Found at elevations ranging from 1,001 to 1,493 feet above msl. Blooming period is from June to July.	No	Low: Marginal habitat is present within the RSS and disturbed RAFSS habitats in the Project Area.
<i>Monardella saxicola</i> rock monardella	Fed: CA: CNPS :	None None 4.2	Found in rocky, usually serpentinite soils in closed-cone coniferous forest, chaparral, and lower montane coniferous forest habitats. Found at elevations ranging from 1,640 to 5,906 feet. Blooming period is from June to September.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Opuntia basilaris</i> var. <i>brachyclada</i> short-joint beavertail	Fed: CA: CNPS :	None None 1B.2	Habitats include chaparral, Joshua tree woodland, Mojavean desert scrub, pinyon, and juniper woodlands. Found at elevations ranging from 1,394 to 5,906 feet. Blooming period is from April to August.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Senecio astephanus</i> San Gabriel ragwort	Fed: CA: CNPS :	None None 4.3	Found on rocky slopes in coastal bluff scrub and chaparral habitats. Found at elevations ranging from 1,312 to 4,921 feet. Blooming period is from May to July.	No	Presumed Absent: No suitable habitat is present within the Project Area.
<i>Streptanthus bernardinus</i> Laguna Mountains jewelflower	Fed: CA: CNPS :	None None 4.3	Associated with chaparral and lower montane coniferous forest. Found at elevations ranging from 2,198 to 8,202 feet. Blooming period is from May to August.	No	Presumed Absent: The Project Area is out of this species' elevation range.
Special Status Plant Communities					
Riversidian Alluvial Fan Sage Scrub	CDFW Sensitive Habitat		Occur in broad washes of sandy alluvial drainages that carry rainfall runoff sporadically in winter and spring, but remain relatively dry through the remainder of the year. Restricted to drainages and floodplains with very sandy substrates that have a dearth of decomposed plant material. These areas do not develop into riparian woodland or scrub due to the limited water resources and scouring by occasional floods.	Yes	Present: A disturbed version of this habitat type can be found within the boundaries of the Project Area.

Scientific Name Common Name	Status	Habitat	Observed On-Site	Potential to Occur
Southern Riparian Forest	CDFW Sensitive Habitat	Typically, a younger successional stage of riparian forest, due to disturbance or more frequent flooding. Plant species include willow species, elderberry, oak species, sycamore, cottonwood, and smaller shrubs.	No	Absent
Southern Sycamore Alder Riparian Woodland	CDFW Sensitive Habitat	Below 2,000 meters in elevation, sycamore and alder often occur along seasonally flooded banks; cottonwoods and willows also are often present. Poison oak, mugwort, elderberry, and wild raspberry may be present in the understory.	No	Absent

Source:

US Fish and Wildlife Service (USFWS)

Federal

END – Federal Endangered

THR – Federal Threatened

California Department of Fish and Wildlife (CDFW)

California

END – California Endangered

SSC – California Species of Concern

FP – California Fully Protected

WL – Watch List

California Native Plant Society (CNPS)

California Rare Plant Rank

1A – Plants Presumed Extirpated in California and
Either Rare or Extinct Elsewhere

1B – Plants Rare, Threatened, or Endangered in
California and Elsewhere

2B – Plants Rare, Threatened, or Endangered in California
but More Common Elsewhere

4 – Plants of Limited Distribution: A Watch List

Threat Ranks

0.1 – Seriously threatened in California

0.2 – Moderately threatened in California

0.3 – Not very threatened in California

4.3.2 Regulatory Framework

Federal

Endangered Species Act

Federally listed threatened and endangered species and their habitats are protected under provisions of the federal Endangered Species Act of 1973. “Take” under the ESA is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct.” “Harm” is defined by the regulations of the USFWS to include types of “significant habitat modification or degradation.” The US Supreme Court, in *Babbitt v. Sweet Home*, 515 U.S. 687, ruled that harm may include habitat modification “where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.” Activities that may result in take of individuals are regulated by the USFWS.

The USFWS produced an updated list of candidate species for listing in June 2002 (Federal Register: Volume 67, Number 114, 50 CFR Part 17). Candidate species are regarded by the USFWS as candidates for addition to the List of Endangered and Threatened Wildlife and Plants. Although candidate species are not afforded legal protection under the ESA, they typically receive special attention from federal and state agencies during the environmental review process.

The ESA requires federal agencies to ensure that activities they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species, or destroy or adversely modify its critical habitat, if any is designated. Activities requiring federal involvement (e.g., a Section 404 permit under the Clean Water Act) that may affect an endangered species on federal or private land must be reviewed by the USFWS to determine whether the continued existence of the listed species is jeopardized.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 US Government Code [USC] 703) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union, and authorizes the protection of nesting birds that are both residents and migrants, whether or not they are considered sensitive by resource agencies. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21). The USFWS administers the act in coordination with the CDFW.

Clean Water Act Section 404

Areas meeting the regulatory definition of waters of the United States are subject to the regulatory jurisdiction of the USACE under the Clean Water Act. The USACE, under the provisions of CWA Section 404, has jurisdiction over waters of the United States (jurisdictional waters). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, natural ponds, etc.), all impoundments of waters otherwise defined as waters of the United

States, tributaries of waters otherwise defined as waters of the United States, the territorial seas, and wetlands adjacent to waters of the United States (33 CFR, Part 328, Section 328.3).

Areas generally not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial water bodies such as swimming pools, and, under certain circumstances, water-filled depressions created in dry land incidental to construction activity (51 Federal Register 41217, November 13, 1986).

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that biological resources be considered when assessing the environmental impacts resulting from proposed actions. Lead agencies are charged with evaluating available data and determining what specifically should be considered an adverse effect.

California Fish and Game Code

The CDFW regulates all activities that alter streams and lakes and their associated habitat, including discharge of dredged or fill material. The CDFW, through provisions of the California Fish and Game Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW typically extends the limits of its jurisdiction laterally beyond the channel banks for streams that support riparian vegetation. In these situations, the outer edge of the riparian vegetation is generally used as the lateral extent of the stream and CDFW jurisdiction. The CDFW regulates wetland areas only to the extent that those wetlands are a part of a river, stream, or lake as defined by the department. While seasonal ponds are within the CDFW definition of wetlands, they are not part of a river, stream, or lake, and may or may not be subject to the department's jurisdiction.

The CDFW administers the California ESA. The State of California considers an endangered species one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A designated rare species is a California native plant that is present in such small numbers throughout its range that it may become endangered if its environment worsens.

As with the MBTA, similar provisions in the California Fish and Game Code protect all native birds of prey and their nests (Section 3503.5) and all non-game birds (other than those not listed as fully protected) that occur naturally in the state (Section 3800). Species that are California fully protected include those protected by special legislation for various reasons, such as the California condor. Species of Special Concern is an informal designation used by the CDFW for some declining wildlife species that are not proposed for listing as threatened or endangered, such as the burrowing owl. This designation does not provide legal protection but signifies that these species are recognized as sensitive by the CDFW.

Regional

County of San Bernardino General Plan

The *County of San Bernardino 2007 General Plan* Conservation Element includes the following goal and policies that are applicable to the Project.

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| Goal CO 1 | The County will maintain and enhance biological diversity and healthy ecosystems throughout the County. |
| Policy CO 2.1 | The County will coordinate with state and federal agencies and departments to ensure that their programs to preserve rare and endangered species and protect areas of special habitat value, as well as conserve populations and habitats of commonly occurring species, are reflected in reviews and approvals of development programs. |
| Policy CO 2.2 | Provide a balanced approach to resource protection and recreational use of the natural environment. |
| Policy CO 2.3 | In addition to conditions of approval that may be required for specific future development proposals, the County shall establish long-term comprehensive plans for the County's role in the protection of native species because preservation and conservation of biological resources are statewide, Regional, and local issues that directly affect development rights. The conditions of approval of any land use application approved with the BR overlay district shall incorporate the mitigation measures identified in the report required by Section 82.13.030 (Application Requirements), to protect and preserve the habitats of the identified plants and/or animals. |
| Policy CO 2.4 | All discretionary approvals requiring mitigation measures for impacts to biological resources will include the condition that the mitigation measures be monitored and modified, if necessary, unless a finding is made that such monitoring is not feasible. |

Local

City of Fontana General Plan

The *Fontana Forward General Plan Update 2015-2035* Conservation, Open Space, Parks and Trails Chapter includes the following goals and policies that address biological resources and are applicable to the Project.

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| Goal 3 | Fontana has a healthy, drought-resistant urban forest, 25% tree canopy, and an urban forestry program. |
| Policy 1 | Support tree conservation and planting that enhances shade and drought resistance. |

North Fontana Conservation Program

The North Fontana Conservation Program (NFCP) was prepared to mitigate impacts to listed and special-status species that have the potential to occur within north Fontana. Specifically, the NFCP targets RAFSS and RSS plant communities. In accordance with the City's development process, an applicant for development within the NFCP area must conduct focused biological surveys and submit a biological resources technical report to determine project impacts and implement the collection of development mitigation fees to mitigate for those impacts.

Pursuant to the NFCP, focused biological surveys are implemented to identify suitable habitat, if any, for federally- and State-listed SBKR and/or CAGN, as well as sensitive but unlisted species such as Los Angeles pocket mouse (*Perognathus longimembris brevinasus*; LAPM). If a listed species (SBKR and/or CAGN) is found on a project site, an Individual Take Permit (ITP) pursuant to Section 7 or Section 10 of the federal ESA would be required from the USFWS before development could occur. The NFCP also establishes a requirement for developers to pay a mitigation fee to offset impacts to RAFSS or RSS habitats. As permitted by the City, an applicant may dedicate a conservation easement of equivalent value. City staff will review the application and accompanying biological resources technical report(s) to assign the project site into one or more of the following four categories of habitat suitability: occupied habitat; suitable habitat, restorable habitat, and unsuitable habitat.

Because the habitat within the NFCP area varies in quality from parcel to parcel, a tiered development mitigation fee program provides the most equitable approach to allocating mitigation responsibilities and may be imposed on new development in the NFCP area based on the quality of the habitat on the development site and a site's potential to support SBKR, CAGN, or other special-status species occurring in the vicinity. The mitigation fee is charged for each acre of land proposed for development based on the habitat quality rating.

City of Fontana Tree Ordinance

The City's tree preservation ordinance (Municipal Code Chapter 28, Article III) describes the preservation of heritage, significant, and specimen trees. The ordinance requires preparation of a tree report for removal of any protected tree species. The ordinance also requires a permit for removal of heritage, significant, or specimen trees.

4.3.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on biological resources if it would do any of the following:

1. 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 United States Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the

- California Department of Fish and Wildlife or United States Fish and Wildlife Service.
3. 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.
 4. 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.
 5. Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance.
 6. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impact Analysis and Mitigation Measures

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES

Impact 4.3-1	The project would potentially have a substantial adverse effect, either directly or through habitat modifications, on a 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 US Fish and Wildlife Service.
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Special-Status Plant Species and Plant Communities

Special-status plant species were observed on-site during the October 2017 habitat assessment and August 2018 rare plant surveys. Specifically, one population of Southern California black walnut consisting of approximately 90 individuals and one population of Plummer's mariposa lily consisting of approximately 46 individuals were observed. The population of Southern California black walnut is associated with the rural residential properties located along the northwestern boundary of the Project Area. Additionally, Southern California black walnut individuals were observed within the mixed riparian scrub plant community, and approximately four individuals are in the northern portion of the Project Area. The population of Plummer's mariposa lily was observed in the central portion of the Project Area on granitic, rocky soils in a disturbed RAFSS plant community.

Project development would also result in the loss of RAFSS and RSS habitat, both of which are considered special- status plant communities. The Project would result in a permanent loss of 65.55 acres of disturbed RAFSS habitat and 1.63 acres of RSS habitat. However, the Project Area has been effectively cut off from the historic fluvial flow patterns and scouring regimes of Lytle Creek and flows exiting the San Gabriel Mountains due to the construction of I-15, Lytle Creek Road, Sierra Avenue, and developments in the surrounding area. These activities have disrupted the natural flood regime in the area, resulting in remnant, poor quality disturbed RAFSS and RSS habitat on-site that no longer function as RAFSS and RSS habitat

and are also isolated from other higher quality RAFSS and RSS habitat, such as those further upstream and adjacent to Lytle Creek in the San Gabriel Mountains. Additionally, the remnant disturbed RAFSS habitat is sparsely vegetated with a variety of plant species indicative of intermediate RAFSS plant community (i.e., outside of the active floodplain) and an understory comprised of non-native grasses and herbaceous shrubs. Further, as stated above, SBKR, a species typically present in RAFSS habitat, was not found during trapping surveys. Therefore, given that the Project Area has been cut off from fluvial flow patterns and scouring regimes of Lytle Creek by urban development and typical species known to occur in RAFSS (i.e., SBKR) are not present, the Project is to have a less than significant impact on disturbed RAFSS or RSS habitat.

In addition, approximately 75 Southern California black walnut individuals and 46 Plummer's mariposa lily individuals would be permanently affected by Project development. The Southern California black walnut and Plummer's mariposa lily are not listed for protection under the federal or California ESA and are only designated by CNPS as a Rank 4.2 species (Plants of limited distribution – a Watch List; moderately threatened in California), conveying a low level of sensitivity. Nevertheless, Mitigation Measure BIO-1 is included and would require a qualified biologist to flag all Southern California black walnut individuals on-site prior to construction and require construction work crew to avoid these flagged individuals as feasible. If avoidance is not feasible, the Project would be required to comply with the City's tree preservation ordinance, which sets out appropriate mitigation and compensation ratios for the removal of trees covered by the ordinance, including the Southern California black walnut. Additionally, implementation of Mitigation Measure BIO-2 would require a pre-construction protocol plant survey be conducted to determine the presence of Plummer's mariposa lily during the appropriate blooming period. If Plummer's mariposa lily is found, a qualified biologist would be required to demarcate an avoidance zone around the plant species. If the individuals cannot be avoided, a seed collection and replanting plan shall be prepared and implemented. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce impacts to Southern California black walnut and Plummer's mariposa lily.

As detailed above in **Table 4.3-1, Potentially Occurring Special-Status Biological Resources**, Parry's spineflower was determined to have moderate potential to occur on-site within the disturbed RAFSS and RSS habitats in the Project Area during the 2017 habitat assessment. However, this species was not observed within the Project Area during the 2018 blooming season, and thus, the species' potential to occur was reduced from moderate to low potential. All remaining special-status plant species identified in the CNDDDB either have a low potential to occur or are presumed to be absent from the Project Area due to a lack of suitable habitat and the species' known distribution.

Special-Status Wildlife Species

Loggerhead shrike was observed during the 2017 habitat assessment. Based on the results of the field survey, it was also determined that the Project Area has a high potential to support Cooper's hawk and San Diego black-tailed jackrabbit, and a moderate potential to support California glossy snake, coastal whiptail, northern harrier, and coast horned lizard. These special-status wildlife species are not listed for protection under the federal or California

ESA (only State Watch List [WL] or California Special Species of Concern [SSC]). Nevertheless, implementation of Mitigation Measure BIO-3 would ensure a qualified biologist is present on-site during all ground-disturbing activities to verify that special-status wildlife species present or with high to moderate potential to occur on-site are not disturbed or harmed by construction activities. All remaining special-status wildlife species identified in the CNDDDB either have a low potential to occur or are presumed to be absent from the Project Area due to a lack of suitable habitat and the species' known distribution.

As stated above, no SBKR were captured during focused trapping surveys conducted in May 2018. These results were expected, given the predominance of dense grassland habitat on-site, the long history of the Project Area being outside of any typical alluvial flooding, and the various disturbances that have occurred on-site over many years. The potential for any future occupation of the Project Area by SBKR is low. SBKR are not present on immediately adjacent lands to the west, north and east. Also, habitat conditions appear to be of low quality on the lands immediately to the south and to the southwest across Lytle Creek Road. As such, no impacts to SBKR is expected to result from construction of the Project. Impacts would be less than significant in this regard.

Additionally, no CAGN were detected during protocol breeding season surveys conducted on-site between March and May 2018. Brown-headed cowbirds, considered to be nest parasites for CAGNs, also were not observed during the surveys. As such, no impacts to this species are expected to result from the Project.

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field survey, nor were burrowing owl or their sign identified. However, as stated above, loggerhead shrike was present on-site during the field survey and the Project Area has potential to support Cooper's hawk (high potential) and northern harrier (moderate potential). Therefore, Mitigation Measure BIO-4 requires a preconstruction clearance survey for nesting birds as well as for burrowing owl, in the event that ground disturbance and vegetation removal associated with the Project cannot occur outside of the nesting season. Implementation of Mitigation Measure BIO-4 would reduce potential impacts associated with nesting birds and burrowing owl to a less than significant level.

Mitigation Measures

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| BIO-1 | Prior to construction, a qualified biologist shall flag all Southern California black walnut (<i>Juglans californica</i>) individuals located within the Project footprint for avoidance. If avoidance of the Southern California black walnuts is not feasible, a tree removal permit may be required from the City in compliance with the City of Fontana Municipal Code Chapter 28, Article III. |
| BIO-2 | Prior to approval of grading permits, a qualified biologist shall conduct a protocol-level floristic survey of the proposed development area for the Plummer's mariposa lily (<i>Calochortus plummerae</i>) within the appropriate blooming period. If Plummer's mariposa lily is found during the surveys |

within the proposed development area, a qualified biologist shall establish clearly demarcated avoidance zones around the plant species. If the plant populations cannot be avoided, the Project Applicant shall hire a qualified biologist to prepare a seed collection and replanting plan to reduce impacts to the identified special-status plant populations. The replanting plan must identify potential replanting area(s) sufficient to support the number of plants impacted by the proposed Project. The floristic survey report, seed collection, and replanting plan, and evidence of compliance with provisions of the replanting plan shall be reviewed and approved by the City of Fontana Planning Division prior to the commencement of ground disturbing activities.

BIO-3 A biological monitor shall be present on-site during all ground-disturbing activities to monitor construction activities and limits to ensure that special-status wildlife species with high to moderate potential to occur on-site (i.e., loggerhead shrike [*Lanius ludovicianus*], Cooper's hawk [*Accipiter cooperii*], northern harrier [*Circus cyaneus*], San Diego black-tailed jackrabbit [*Lepus californicus bennettii*], California glossy snake [*Arizona elegans occidentalis*], coastal whiptail [*Aspidoscelis tigris stejnegeri*], and coast horned lizard [*Phrynosoma blainvillii*]) and that are observed on-site are not adversely affected, at the discretion of the biological monitor, by construction activities. The biological monitor shall have the authority to halt construction activities should any special-status wildlife species be observed on-site until the species has left the active construction areas.

BIO-4 Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season. The nesting season generally extends from early February through August, but it can vary slightly from year to year based on seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a preconstruction clearance survey for nesting birds shall be conducted within 30 days of the start of any vegetation removal or ground-disturbing activities to ensure no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.

If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer is expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

As part of the nesting bird clearance survey, a preconstruction burrowing owl clearance survey shall be conducted within 30 days of the start of ground-disturbing activities to ensure burrowing owl remain absent from the Project Area.

Level of Significance After Mitigation

Impacts would be less than significant.

RIPARIAN HABITAT AND OTHER SENSITIVE NATURAL COMMUNITIES

Impact 4.3-2 The project would potentially have a substantial adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.

Five plant communities were observed within the boundaries of the Project Area during the habitat assessment: RSS, disturbed RAFSS, mixed riparian scrub, non-native grassland, and ornamental. Of the existing native vegetation communities on-site, Project development would impact two special-status plant communities: RSS and disturbed RAFSS. Additionally, as discussed in the *Caprock Warehouse Project 2018 Rare Plant Survey Report*, the southern and central portions of the Project Area are located within the boundaries of the NFCP. The NFCP establishes a requisite for developers to pay a mitigation fee to offset impacts to RAFSS or RSS habitats. As permitted by the City, an applicant may also dedicate a conservation easement of equivalent value.

As shown in **Exhibit 4.3-2, North Fontana Conservation Program Fee Map**, the Project Area is divided into three habitats (or mitigation fee types) as defined by the NFCP:

- **Suitable Habitat:** Areas of suitable RAFSS and RSS that may support sensitive plant and wildlife species but do not support SBKR or CAGN to be mitigated at a 3:1 ratio.
- **Restorable RAFSS Habitat:** RAFSS and RSS habitats that no longer provides suitable habitat because of the maturation process and/or a heavy understory of non-native grasses but that could be restored to be mitigated at a 2:1 ratio. Non-native grasslands mixed with RAFSS and RSS that could be restored to an open RAFSS or RSS plant community structure to be mitigated at a 1:1 ratio.
- **Unsuitable Habitat:** Areas that no longer provide suitable habitat and are not considered restorable due to the level of disturbance to be mitigated at a 0.5:1 ratio.

Any development that occurs on-site—whether under the purview of the County or City’s land use plan—is subject to the provisions of the NFCP, including mitigation fees. Specifically, the proposed logistics facility would impact approximately 2.47 acres of Suitable Habitat, 35.97 acres of Restorable RAFSS Habitat, and 42.47 acres of Unsuitable Habitat. Pursuant to the City’s tiered mitigation fee under the NFCP, Suitable Habitat can be mitigated at a cost of \$6,210 per acre, Restorable RAFSS Habitat can be mitigated at a cost

of \$4,140 per acre, and Unsuitable Habitat can be mitigated at a cost of \$1,035 per acre. Therefore, as detailed in **Table 4.3-2, North Fontana Conservation Program Mitigation Cost**, Project development would require payment of \$208,210.95 in mitigation costs under the NFCP or the dedication of a conservation easement of equivalent value.

Table 4.3-2: North Fontana Conservation Program Mitigation Cost

Habitat	Mitigation Cost Per Acre	Project Impact (acres)	Project Mitigation Cost
Suitable Habitat	\$6,210	2.47	\$15,338.70
Restorable RAFSS Habitat	\$4,140	35.97	\$148,915.80
Unsuitable Habitat	\$1,035	42.47	\$43,956.45
Total Project Mitigation Cost			\$208,210.95
Notes: RAFSS = Riversidean Alluvial Fan Sage Scrub			
Source: Michael Baker International 2016.			

Implementation of Mitigation Measure BIO-5 would ensure Project impacts related to the loss of Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat, as defined in the NFCP, are mitigated and the Project complies with the provisions of the NFCP. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures

BIO-5 Pursuant to the City of Fontana's tiered mitigation program for the North Fontana Conservation Program (NFCP), the Project shall mitigate impacts to Suitable Habitat, Restorable Riversidean Alluvial Fan Sage Scrub (RAFSS) Habitat, and Unsuitable Habitat through either one of two options:

1) Mitigation Fee Payment. Based on **Table 4.3-2, North Fontana Conservation Program Mitigation Cost**, the Project Applicant shall pay a mitigation fee payment of \$208,210.95 for the loss of Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat on-site, as defined in the NFCP. Prior to the issuance of grading permits for any portion of the Project site within the boundaries of the NFCP, the Project Applicant shall submit to the City of Fontana Planning Division for review and approval, evidence that required fees have been paid.

2) Conservation Easement/Mitigation Bank Credits. The Project Applicant shall either dedicate to a certified third-party land trust a permanent conservation easement for like habitat or purchase mitigation credits in a California Department of Fish and Wildlife (CDFW)-approved mitigation bank at a ratio of a minimum of 1:1. Proof of mitigation shall be provided to the City of Fontana Planning Division prior to the commencement of any ground disturbance activities.

Level of Significance After Mitigation

Impacts would be less than significant.

FEDERALLY PROTECTED WETLANDS

Impact 4.3-3 The project would potentially 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.

According to USFWS National Wetland Inventory maps, no wetland features have been documented within or adjacent to the Project Area. Additionally, no wetlands were identified during the field visit conducted for the habitat assessment.

According to the *Caprock Warehouse Project Delineation of State and Federal Jurisdictional Waters*, three unnamed, ephemeral drainage features (D-1, D-2, and D-3) were observed within the boundaries of the Project Area. These drainage features exhibited evidence of an ordinary high water mark (OHWM); however, it was determined that all three drainages do not exhibit a surface hydrologic connection to downstream waters of the United States. Therefore, the on-site drainages are considered intrastate isolated waters with no apparent interstate or foreign commerce connection. As a result, the three drainages are not considered jurisdictional under the USACE. The jurisdictional delineation should be confirmed by the USACE through approval of a Jurisdictional Determination that the on-site drainage features do not qualify as waters of the United States.

Although the drainage features are not considered jurisdictional under the Clean Water Act, they may be considered “stream courses” under California Fish and Game Code Section 1602 and may be considered “waters of the State” by the RW QCB. Based on the results of the jurisdictional delineation, approximately 0.12 acres (3,115 linear feet) of non-wetland waters of the State are located within the Project Area, and approximately 0.30 acres (3,115 linear feet) of CDFW jurisdiction is located within boundaries of the Project Area. If determined to be jurisdictional by the RWQCB and CDFW, the following regulatory approvals would be required prior to Project implementation: RWQCB Report of Waste Discharge and CDFW Section 1602 Streambed Alteration Agreement. Compliance with the required regulatory approvals as detailed in Mitigation Measure BIO-6 would ensure Project impacts in this regard are less than significant.

Mitigation Measures

BIO-6 Prior to issuance of any grading permits for permanent impacts in jurisdictional features, the Project Applicant shall provide to the City of Fontana Planning Division documentation from the USACE, RWQCB and CDFW of the lack of federal and state jurisdictional waters on the Project site, or documentation that a Federal Clean Water Act Section 404 permit, a Report of Waste Discharge certification from the Regional Water Quality Control Board (RWQCB); and/or a Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife (CDFW) have been obtained. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by each regulatory agency during the review of any required permit.

Level of Significance After Mitigation

Impacts would be less than significant with mitigation.

WILDLIFE MOVEMENT CORRIDORS AND NURSERY SITES

Impact 4.3-4 The project would not 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.

According to the Land Use Plan from the San Bernardino County General Plan Open Space Element, the Project Area is not located within a designated wildlife corridor or linkage. While the open and natural habitats within and surrounding the Project Area to the north and southwest allow wildlife to move through the area in search of food, shelter, or nesting habitat from the San Gabriel Mountains, the Project Area is constrained by I-15 to the southeast and Sierra Avenue to the east. The high levels of existing disturbance in the Project Area and the disturbances associated with Sierra Avenue, I-15, and surrounding urban development adjacent to the Logistics Site limit wildlife use in the area. As such, impacts in this regard would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CONFLICT WITH LOCAL POLICIES OR ORDINANCES

Impact 4.3-5 The project would potentially conflict with a local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance.

Municipal Code Chapter 28, Article III establishes regulations for the protection and preservation of heritage trees, significant trees, and specimen trees within Fontana on both public and private property. Heritage trees are defined as trees which are (1) of historical value because of its association with a place, building, natural feature or event of local, regional or national historical significance as identified by city council resolution; (2) are representative of a significant period of the City's growth or development (windrow tree, European Olive tree); (3) are protected or endangered species as specified by federal or State statute; or (4) are deemed historically or culturally significant by the City manager or his or her designee because of size, condition, location or aesthetic qualities. Significant trees are any of the following species: Southern California black walnut, Coast live oak (*Quercus agrifolia*), Deodora cedar (*Cedrus deodora*), California sycamore (*Plantanus racemosa*), and London plane (*Plantanus acerifolia*). Specimen trees are defined as mature trees (which are not heritage or significant trees) that are excellent examples of its species in structure and aesthetics and warrants preservation, relocation or replacement.

As stated above, one population of Southern California black walnut consisting of approximately 90 individuals were observed on-site. The population is associated with the rural residential properties located along the northwestern boundary of the Project Area. Additionally, Southern California black walnut individuals were observed within the mixed riparian scrub plant community, and approximately four individuals are in the northern portion of the Project Area. As detailed under Impact 4.3-1, Mitigation Measure BIO-1 may require the Project Applicant to obtain a tree removal permit in accordance with Municipal Code Chapter 28, Article III should Southern California black walnut trees on-site need to be removed as part of Project construction. As such, impacts in this regard are considered less than significant following compliance with the provisions of Municipal Code Chapter 28, Article III and Mitigation Measure BIO-1.

Mitigation Measures

Refer to Mitigation Measure BIO-1.

Level of Significance After Mitigation

Impacts would be less than significant.

HABITAT CONSERVATION PLANS AND NATURAL COMMUNITY CONSERVATION PLANS

Impact 4.3-6	The project has the potential to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.
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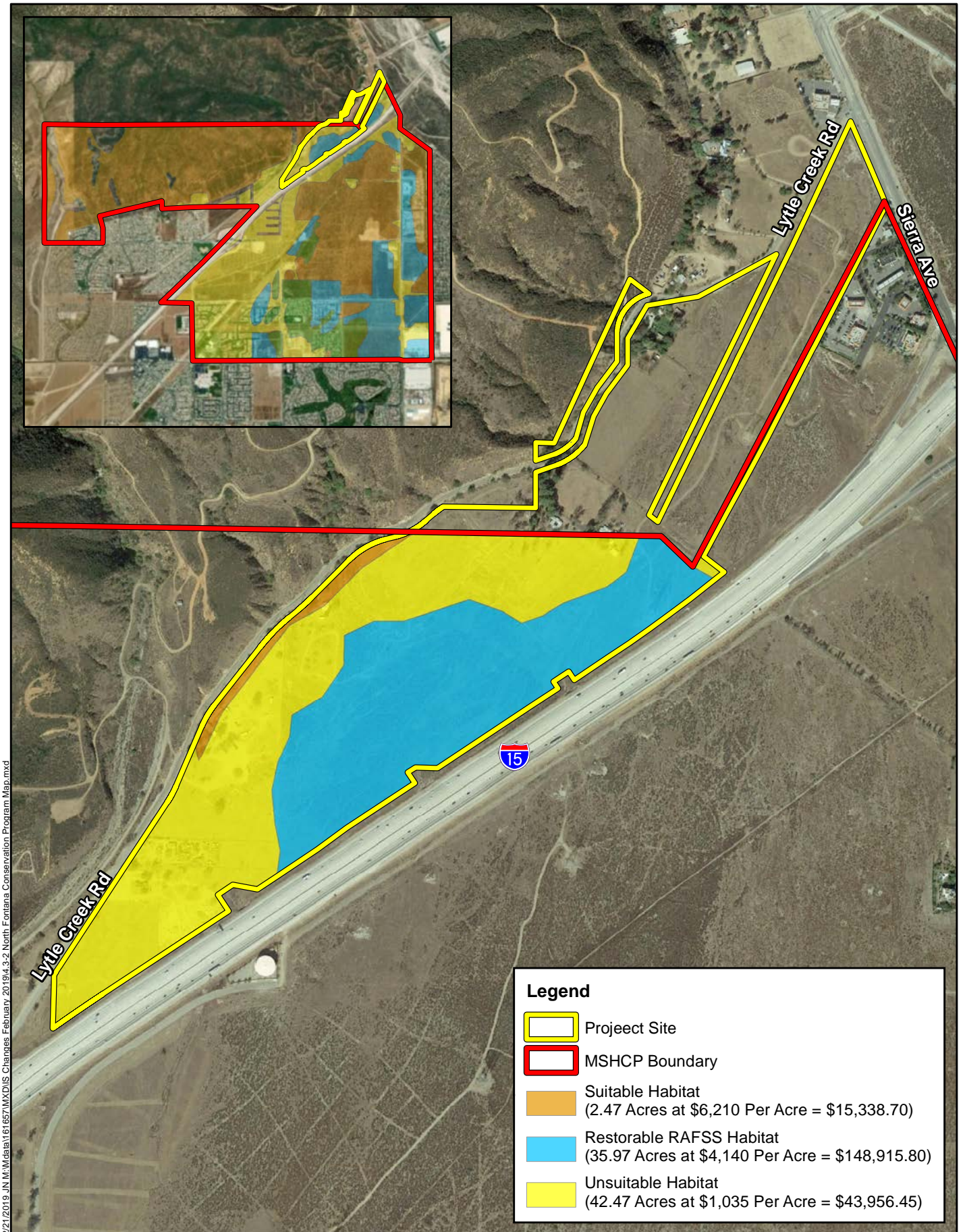
The Project Area is not located within the boundary of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). However, the City's NFCP is a local conservation program that provides a coordinated conservation effort in response to development in north Fontana. As discussed under Impact 4.3-2, portions of the Project Area are within the NFCP area. In accordance with the NFCP, Project impacts to Suitable Habitat, Restorable RAFSS Habitat, and Unsuitable Habitat would be mitigated with the payment of mitigation fees or the dedication of a permanent conservation easement on habitat of similar quality or the purchase of mitigation credits in a CDFW-approved mitigation bank at a minimum ratio of 1:1; refer to Mitigation Measure BIO-5. Implementation of Mitigation Measure BIO-5 would ensure the Project is consistent with the NFCP policies and thus, impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.



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CUMULATIVE IMPACTS

Impact 4.3-7 The project would potentially result in cumulative impacts to biological resources.

Cumulative projects that would have the potential to be considered in a cumulative context with the Project's incremental contribution are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects** in Section 4.0, Introduction to the Environmental Analysis, of this Draft EIR.

Implementation of the identified cumulative projects would contribute to the local and regional loss of native vegetation types in the region that potentially provide habitat for special-status plant and wildlife species, as well as riparian habitat and federally protected wetlands. The potential also exists for the cumulative projects to conflict with local policies and ordinances and with habitat conservation plans/natural community conservation plans.

Development of cumulative projects could result in direct take of special-status species, construction and post-construction disturbances, special-status habitat conversion, and/or disruption of wildlife corridors. However, as with the Project, all future cumulative development would undergo environmental review on a project-by-project basis, to evaluate potential impacts to biological resources and ensure compliance with the established regulatory framework. As such, cumulative impacts to biological resources within the City would be mitigated on a project-by-project basis.

Further, as described above, the NFCP was prepared to address lands in north Fontana and the listed and special-status species that have the potential to occur on these lands. To adequately mitigate for the loss of sensitive habitats, as required by CEQA, a tiered development mitigation fee was created for new development in north Fontana. The mitigation fee is based on the quality of the habitat on the development site and a site's potential to support SBKR, CAGN, or other special-status species occurring in the vicinity. The mitigation fee is charged for each acre of land proposed for development based on the habitat quality rating.

The Proposed Project and any other future public or private projects located within the boundaries of the Program area are subject to compliance with the NFCP, including the payment of fees, which helps cover the cost of acquiring habitat and implementing the Program. Therefore, the Proposed Project's contribution to the cumulative loss of native habitat would be fully mitigated by payment of the applicable mitigation fees. Overall, cumulative Project impacts on biological resources would be less than significant.

Mitigation Measures

Mitigation Measures BIO-1 through BIO-6.

Level of Significance After Mitigation

Impacts would be less than significant.

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4.4 Cultural Resources

This section discusses the existing conditions, regulatory context, and potential impacts of the Project in relation to cultural, paleontological, and historic resources. Tribal cultural resources are addressed in Section 4.13 of this Draft EIR. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: “historical resources,” which are defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, and “unique archaeological resources,” which are defined in Public Resources Code Section 21083.2.

The information and analysis in this section are based on an initial Cultural Resources Assessment prepared by BCR Consulting, LLC (2017; see [Appendix D](#)). The Project Area is currently located in San Bernardino County. With the Proposed Project, the Project Area would be annexed into the City of Fontana under existing City General Plan land use designations applicable to the Project Area. As such, the City of Fontana General Plan (2003), the County of San Bernardino General Plan (2007), and applicable tribal consultation documents are included for references within this analysis.

4.4.1 Existing Conditions

Regional Setting

The Project site is in unincorporated San Bernardino County just north of Interstate 15 (I-15), south of Sierra Avenue, east of Lytle Creek Road, and in the northern portion of the City of Fontana’s Sphere of Influence. More specifically, the Project Area is located at the base of the lower slopes of the San Gabriel Mountains and the San Bernardino National Forest to the northwest. Refer to [Exhibit 3.0-1, Regional Vicinity](#), and [Exhibit 3.0-2, Project Vicinity](#).

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to [Exhibit 3.0-3, Project Footprint](#). The City’s General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City’s sphere of influence (Assessor’s Parcel Number [APN] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

The elevation of the Project site ranges from approximately 1,890 to 2,030 feet above mean sea level (amsl). The property has been subject to disturbances related to surface erosion,

agricultural activities, and building and road construction. The site is covered with Holocene alluvial-fan deposits (Qyf 5) derived from the San Gabriel Mountains via the Lytle Creek flood zone. This slightly dissected alluvium dominates northeastern Fontana. The Project Area is flat, although the general slope conveys local water from north to south (BCR 2017). The Project Area is currently occupied by eight single-family residences, associated parking areas, and landscaping.

The Logistics Site is generally covered by low-growing annual and seasonal grasses, scrub-type plants, and a stand of mature eucalyptus trees generally located in the central area. Although recent and historical impacts have decimated local vegetation, remnants of a formerly dominant coastal sage scrub vegetation community were sporadically observed in the area. Recent uses include storage of woodpiles, assorted vehicles and watercraft, and livestock farming. Most of the development area consists of undeveloped land associated with past agrarian activities. Signs of previous disturbance from grading and weed abatement activity are common throughout the site; no indications of current farming or other land uses are evident. Overhead and underground utilities are located along Lytle Creek Road. The development area is adjacent to an approximately 350-foot-wide Southern California Edison (SCE)/power line corridor directly north of the development area boundary.

Prehistoric Cultural Setting

The local prehistoric cultural setting has been organized into many chronological frameworks, although there is no definitive sequence for the region. The difficulties in establishing cultural chronologies for western San Bernardino County are a function of its enormous size and the small amount of archaeological excavations conducted there. Moreover, throughout prehistory many groups have occupied the area. Their territories often overlap spatially and chronologically, resulting in mixed artifact deposits. Due to the dry climate and unpredictable geological processes, these artifacts rarely become integrated in-situ. Lacking an environment hospitable to the preservation of cultural midden, local chronologies have relied on temporally diagnostic artifacts, such as projectile points, or on the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive but can be limited by prehistoric occupants' concurrent use of different artifact styles, or by artifact reuse or re-sharpening, as well as by researchers' mistaken diagnosis and other factors (BCR 2017).

Ethnography

Although no prehistoric sites have been locally recorded, in general the Project Area is situated at an ethnographic nexus peripherally occupied by the Gabrielino and Serrano. Each group consisted of semi-nomadic hunter-gatherers who spoke a variation of the Takic language subfamily. Individual ethnographic summaries are included below.

Gabrielino

The Gabrielino probably first encountered Europeans when Spanish explorers reached the area that is now California's southern coast during the fifteenth and sixteenth centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. Other brief encounters took place over the years. The Gabrielino name has been attributed by association with the Spanish mission of San

Gabriel and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana River) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants used for food were heavily relied upon and included acorn-producing oaks as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals. Dogs, coyotes, bears, tree squirrels, pigeons, doves, mud hens, eagles, buzzards, ravens, lizards, frogs, and turtles were specifically not used as a food source.

Serrano

Only one group, in the San Bernardino Mountains and the west-central Mojave Desert ethnically claims the term Serrano. The Vanyume, an obscure Takic population, was found along the Mojave River at the time of Spanish contact. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. All may have seasonably used the area that is now western San Bernardino County. Serrano villages consisted of small collections of willow-framed domed structures situated near reliable water sources. A lineage leader administered laws and ceremonies from a large ceremonial house centrally located in most villages. Local Serrano relied heavily on acorns and piñon nuts for subsistence, although roots, bulbs, shoots, and seeds supplemented these. When available, game animals commonly included deer, mountain sheep, antelope, rabbits, small rodents, and various birds, particularly quail.

Historic Setting

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period

The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. While searching for San Diego Presidio deserters, Fages traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

Mexican Period

In 1821, Mexico overthrew Spanish rule, and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings and released their neophytes.

American Period

The American Period began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849 to 1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought, further diminished the economic impact of local ranching. This decline, combined with ubiquitous agricultural and real estate developments of the late nineteenth century, set the stage for diversified economic pursuits that have continued to proliferate to this day.

City of Fontana

Founded in 1913, Fontana is the second largest city in San Bernardino County and the twentieth largest in the state. Fontana transformed from a once rural farming community of the early 1900s to a bustling manufacturing center, thanks to Henry J. Kaiser's steel mill operations during World War II. His legacy lives on at the Fontana Kaiser Permanente Facility, which now employs more than 5,000 people (Fontana 2018).

4.4.2 Regulatory Framework

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (16 U.S.C. §§ 470aa–470mm) regulates the protection of archaeological sites and resources that are on Native American lands or federal lands.

National Historic Preservation Act of 1966

Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR) Section 800. The goal of the Section 106 review process is to offer a measure of protection to sites that are determined eligible for listing on the National Register of Historic Places (NRHP). The criteria for determining NRHP eligibility are found in 36 CFR 60. Amendments to the act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While federal agencies must follow federal regulations, most projects by private developers and landowners do not require this level of compliance.

Federal regulations only come into play in the private sector if a project requires a federal permit or if it uses federal funding.

National Register of Historical Places

The National Register of Historic Places is “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” However, the federal regulations explicitly provide that a listing of private property on the NRHP “does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property.” 36 CFR 60.2(b).

Historic properties, as defined by the Advisory Council on Historic Preservation, include any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior” (36 CFR Section 800.16[I]). Eligibility for inclusion in the NRHP is determined by applying the following criteria, developed by the National Park Service in accordance with the NHPA:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

1. that are associated with events that have made a significant contribution to the broad patterns of our history; or
2. that are associated with the lives of persons significant in our past; or
3. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

State

State historic preservation regulations affecting the Project include the statutes and guidelines contained in CEQA, Public Resources Code (PRC) Sections 20183.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;

- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Register of Historical Resources

Assembly Bill (AB) 2881 was signed into law in 1992, establishing the California Register of Historical Resources (CRHR). The CRHR is an authoritative guide in California used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based on National Register of Historic Places criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for or listed in the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation (OHP) has broad authority under federal and state law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in PRC Sections 5020.1(q) and 21084.1. Substantial adverse change means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by Project Area activities. Activities that could potentially result in a significant impact include demolition, replacement, substantial alteration, and relocation of the resource. The resource's significance is required to be determined prior to analysis of the level of significance of Project activities. The steps required to be implemented to determine significance in order to comply with CEQA Guidelines are:

- Identify cultural resources.
- Evaluate the significance of the cultural resources based on established thresholds of significance.
- Evaluate the effects of a project on all cultural resources.
- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Sections 6253, 6254, and 6254.10 of the California Government Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; Government Code [GC] Section 6250 *et seq.*) and California's open meeting laws (Brown Act, GC Section 54950 *et seq.*) protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any state or local agency to deny a CPRA request and withhold from public disclosure:

- Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Section 5097.9 and Section 5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency (GC Section 6254[r]); and
- Records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency (GC Section 6254.10).

Likewise, the Information Centers of the California Historical Resources Information System (CHRIS) maintained by the OHP prohibit public dissemination of records and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-federal land in California is also required to comply with state laws pertaining to the inadvertent discovery of Native American human remains.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if

Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

County of San Bernardino General Plan

The County's General Plan Conservation Element includes concepts and guidelines to manage, preserve, and use cultural resources. The following goals, policies, and programs are applicable to the Project Area:

Goal CO 3 The County will preserve and promote its historic and prehistoric cultural heritage.

Policy CO 3.1 Identify and protect important archaeological and historic cultural resources in areas of the County that have been determined to have known cultural resource sensitivity.

Programs

1. Require a cultural resources field survey and evaluation prepared by a qualified professional for projects located within the mapped Cultural Resource Overlay area.
2. Mitigation of impacts to important cultural resources will follow the standards established in Article 9 of the California Environmental Quality Act Guidelines, as amended to date.

Policy CO 3.2 Identify and protect important archaeological and historic cultural resources in all lands that involves disturbance of previously undisturbed ground.

Programs

1. Require the Archaeological Information Center at the San Bernardino County Museum to conduct a preliminary cultural resource review prior to the County's application acceptance for all land use applications in planning regions lacking Cultural Resource Overlays and in lands located outside of planning regions.
2. Should the County's preliminary review indicate the presence of known cultural resources or moderate to high sensitivity for the potential presence of cultural resources, a field survey and evaluation prepared by a qualified professional will be required with project submittal. The format of the report and standards for evaluation will follow the "Guidelines for Cultural Resource Management Reports" on file with the San Bernardino County Land Use Services Department.

Policy CO 3.3 Establish programs to preserve the information and heritage value of cultural and historical resources.

Policy CO 3.5 Ensure that important cultural resources are avoided or minimized to protect Native American beliefs and traditions.

Programs

1. Consistent with SB 18, as well as possible mitigation measures identified through the CEQA process, the County will work and consult with local tribes to identify, protect and preserve “traditional cultural properties” (TCPs). TCPs include both manmade sites and resources as well as natural landscapes that contribute to the cultural significance of areas.
2. The County will protect confidential information concerning Native American cultural resources with internal procedures, per the requirements of SB 922, an addendum to SB 18. The purpose of SB 922 is to exempt cultural site information from public review as provided for in the Public Records Act. Information provided by tribes to the County shall be considered confidential or sacred.
3. The County will work in good faith with the local tribes, developers/applicants and other parties if the local affected tribes request the return of certain Native American artifacts from private development proposed projects. The developer is expected to act in good faith when considering the local tribe’s request for artifacts. Artifacts not desired by the local tribe will be placed in a qualified repository as established by the California State Historical Resources Commission. If no facility is available, then all artifacts will be donated to the local tribe.
4. The County will work with the developer of any “gated community” to ensure that the Native Americans are allowed future access, under reasonable conditions, to view and/or visit known sites within the “gated community.” If a site is identified within a gated community proposed project, and preferably preserved as open space, the development will be conditioned by the County allow future access to Native Americans to view and/or visit that site.
5. Because contemporary Native Americans have expressed concern over the handling of the remains of their ancestors, particularly with respect to archaeological sites containing human burials or cremations, artifacts of ceremonial or spiritual significance, and rock art, the following actions will be taken when decisions are made regarding the disposition of archaeological sites that are the result of prehistoric or historic Native American cultural activity:
 - a. The Native American Heritage Commission and local reservation, museum, and other concerned Native American leaders will be notified in writing of any proposed evaluation or mitigation activities that involve excavation of Native American archaeological sites, and their comments and concerns solicited.
 - b. The concerns of the Native American community will be fully considered in the planning process.

- c. If human remains are encountered during grading and other construction excavation, work in the immediate vicinity will cease and the County Coroner will be contacted pursuant to the state Health and Safety Code.
- d. In the event that Native American cultural resources are discovered during project development and/or construction, all work in the immediate vicinity of the find will cease and a qualified archaeologist meeting U.S. Secretary of Interior standards will be hired to assess the find. Work on the overall project may continue during this assessment period.
- e. If Native American cultural resources are discovered, the County will contact the local tribe. If requested by the tribe, the County will, in good faith, consult on the discovery and its disposition with the tribe.

County of San Bernardino Development Code

Development Code Chapter 82.12, Cultural Resources Preservation (CP) Overlay, includes regulations pertaining to the identification and preservation of important archaeological and historical resources. The chapter outlines application requirements for a project proposed within a CP Overlay, as well as development standards and explanation of the need for a Native American monitor.

The Development Code states that the CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories: California Archaeological Inventory, California Historic Resources Inventory, California Historical Landmarks, California Points of Historic Interest, and/or National Register of Historic Places.

City of Fontana General

The purpose of the City's General Plan Community and Neighborhoods Element is to define and establish attributes that contribute to the form, character, and quality of life in the communities and neighborhoods where people live, including cultural resources. Fontana to its past. The element's goals, policies, and actions applicable to the Proposed Project are listed below.

Community and Neighborhoods Element

- | | |
|------------|--|
| Goal 1 | The integrity and character of historic structures, cultural resources sites and overall historic character of the city of Fontana is maintained and enhanced. |
| Policy 1.1 | Coordinate City programs and policies to support preservation goals. |
| Policy 1.2 | Support and promote community-based historic preservation initiatives. |

Policy 1.3	Designate local historic landmarks.
Policy 1.4	Provide appropriate tools to review changes that may detract from historic integrity and character.
Goal 1, Action B	Establish and maintain a thorough inventory of historic sites to be kept in the Planning Division and at the Fontana Historical Society.
Goal 1, Action D	Create a ranking system and priority list to identify the most important historic sites in Fontana to ensure that these sites are protected by Article XIII of the Fontana Code.
Goal 3	Cultural and archaeological resources are protected and preserved.
Policy 3.1	Collaborate with state agencies to protect cultural and archaeological resources.
Goal 3, Action A	Continue to ensure that proper protocols are observed in development proposals for sites with potential archaeological significance.
Goal 3, Action B	Include cultural and archaeological sites and Native American history and archaeology in programs about Fontana history.

4.4.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on cultural resources if it would do any of the following:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Disturb any human remains, including those interred outside of formal cemeteries.

Methodology

Research

As part of the cultural resources evaluation, on September 28, 2017 (prior to the field survey), an archaeological records search was conducted at the South Central Coastal Information Center (SCCIC) for the Proposed Project site and the surrounding 1-mile radius. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, as well as survey and excavation reports completed within 1 mile of the Proposed Project site. Additional resources reviewed included the NRHP, CRHR, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and Inventory of Historic Structures.

Additional research was conducted through records of the General Land Office maintained by the Bureau of Land Management, the San Bernardino County Assessor, the San Bernardino County Historical Archives, the Fontana Historical Society, and through various Internet resources.

Field Survey

An intensive-level pedestrian survey was conducted on the Project Area on October 19, 2017, using standard archaeological procedures and techniques. All field practices met the Secretary of the Interior's standards and guidelines for a cultural resources inventory. The survey methods consisted of a pedestrian survey conducted in parallel transects spaced approximately 15 meters apart over 100 percent of the Project Area, where accessible. Potential cultural resources were recorded on DPR 523 forms. Ground visibility averaged approximately 80 percent within the site boundaries. Digital photographs were taken at various points on the Project Area. These included overviews as well as detail photographs of all potential cultural resources. Potential cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field using detailed note taking for entry on DPR forms, handheld Garmin Global Positioning systems for mapping purposes, and digital photography of all cultural resources. The pedestrian survey of the Project Area included the 2.14-acre portion of the Project Area not currently located in the City's SOI.

Additional research was performed to provide context for the three properties developed during the historic era (i.e., greater than 45 years ago) located within the Project Area boundaries and described below.

4053 Lytle Creek Road

The main building at 4053 Lytle Creek Road is a roughly square brick residence with a hipped, composition shingle roof. The northwest elevation includes a large brick chimney, and the roof projects forward to shelter the roughly centered main entrance. Large windows take up considerable portions of all four elevations. Directly south of the house is a garage. It is a simple, square building with a hipped, composition shingle roof and double garage doors on the main elevation.

4055 Lytle Creek Road

The stone house at 4055 Lytle Creek Road is square in plan with an open courtyard at its center. The walls are stone. The cross-gabled roof features exposed rafter tails and is topped with a layer of composition sheeting. The house is constructed of rubble masonry (likely quarried from local creeks by its builder) with concrete infill at gable ends. Windows are wood casement and mostly tall, single-light, and arrayed in rows. The main entrance is on the northwest elevation and is sheltered under a large projecting porch/port cochere under its own gabled roof. It is supported by heavy, battered columns of rubble masonry. There is also a large stone chimney on this façade. A screened porch occupies most of the southwest elevation and is accessed by a paneled wooden door via a set of stone steps. A third entrance with a porch (also accessed by stone steps) is on the southeast elevation. The area behind the

house is enclosed by dry-stacked stone walls, likely used as livestock enclosures. They have been partially damaged by flooding.

4175 Lytle Creek Road

The house at 4175 Lytle Creek Road is cross-gabled and square. The main entrance faces toward the driveway but away from the street, on the west elevation, with a simple concrete pathway leading up to it. There is also a secondary entrance on the west elevation at the back of the house, accessed by a set of concrete steps. The walls are brick, and the roof is composition shingle; a stone chimney is centered on the west elevation. Windows are aluminum sliders, and most have been boarded up. A concrete patio south of the house has a fireplace made of brick and stone at its southern edge.

Results

Nearby Sites

Data from the SCCIC revealed that 28 cultural resource studies have taken place, resulting in the recording of 25 cultural resources within a 1-mile radius of the Project Area. The nearest cultural resource was a historic-period transmission alignment (designated P-36-7694H) adjacent to the northwestern Project boundary. The nearest prehistoric resource was a prehistoric artifact concentration (designated P-36-1416) approximately one-half mile to the north of the Project Area's northern edge. While several studies assessed adjacent parcels, none of the 28 previous studies have assessed any portion of the Project Area and no cultural resources have been previously recorded within the Project Area boundaries.

Project Site

Archaeological Resources

Based on the cultural evaluation conducted of the Project Area, no archaeological resources are likely to exist on the Project Area.

Historical Resources

Three historic age structures on the Project Area were evaluated for significance. The results of the evaluation are summarized in **Table 4.4-1, California Register Criterion Evaluation Summary**.

Table 4.4-1 California Register Criterion Evaluation Summary

Criterion	Description	4053 Lytle Creek Road	4055 Lytle Creek Road	4175 Lytle Creek Road
1	Associated with events that have made a significant contribution to the broad patterns of our history.	Not eligible.	Eligible. Constructed within the context of twentieth century farming and ranching. An excellent example of a local family ranch compound. The house, garage, and pump house were constructed by the Getchell family from indigenous local materials and exemplify the ingenuity and grit early twentieth-century farmers required to remain on the land and to farm profitably in the semi-arid region. Development over recent decades has destroyed most family farm complexes, which were once a common local property type.	Not eligible.
2	Associated with the life of a person important to our history.	Not eligible.	Not eligible.	Not eligible.
3	Significant for its architecture. It is a rare example of its type and retains architectural integrity.	Not eligible.	Eligible. This property is significant for its architecture. It is an important example of a rare building type: a vernacular house constructed from locally gathered river stone. The house was constructed in 1923–1925 (during the height of the material's popularity). River stone was attractive for its indestructability, its beauty, and (perhaps most importantly) because it could be freely gathered. Architectural features like the low-pitch roof with exposed rafter tails, interior courtyard, and porch/port-cochere reference the popular Craftsman style. Utilization of the stylish features, as well as careful placement of large stones near the bottom of walls, shows the care and effort the Getchells (who had no architectural training or background in building) lavished on their home. Placement of the porch on the north elevation was a common local building feature in the hot inland region.	Not eligible.
4	Serve as a source of important information about historic construction materials or technologies.	Not eligible.	Not eligible.	Not eligible.
	California Register Eligible?	No	Yes	No

The 4055 Lytle Creek Road property meets two of the four criteria under the CRHR. Thus, this property qualifies as a historical resource under CEQA and retains integrity of location,

setting, design, materials, workmanship, feeling, and association. As a result, this property is eligible for listing in the CRHR under Criteria 1 and 3.

4.4.4 Impact Analysis and Mitigation Measures

HISTORIC RESOURCES

Impact 4.4-1	The Project would potentially cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
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Three historic-age properties would be demolished in order to develop the proposed Logistics Facility. The historic-era buildings at 4053, 4055, and 4175 Lytle Creek Road were evaluated for historic significance. Two of the three properties (4053 and 4175 Lytle Creek Road) are not eligible for listing in the CRHR and as such are not considered significant resources under CEQA; refer to **Table 4.4-1**. The stone house at 4055 Lytle Creek Road is eligible for listing under CRHR Criteria 1 and 3 and as such is considered a historical resource (i.e., significant) under CEQA. The CEQA Guidelines state that “a Project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment.” Furthermore, substantial adverse change is defined by the CEQA Guidelines as “demolition, destruction, relocation, or alteration of the resource or its surroundings such that the significance of an historical resource would be materially impaired.” (CEQA Guidelines Section 15064.5(b)(1).) A resource is materially impaired when a project demolishes or materially alters those physical characteristics of a historical resource that convey its historic significance and that justify its status as a historic resource. (CEQA Guidelines Section 15064.5(b)(2).) The demolition of the house at 4055 Lytle Creek Road would constitute a substantial adverse change in the significance of a historical resource in this regard.

Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. In this case, preservation in place would preclude the Project as the resource is located within the grading elevation for the proposed warehouse site. In addition, the nature of house’s construction (stacked stone) would not permit the relocation of the impacted resource without significant adverse impacts. A data collection mitigation program has been developed in which potential adverse effects of the proposed demolition would be reduced, and Mitigation Measure CR-1 is required so that the resource will be documented prior to its demolition. Although significant impacts to the historical resource would be reduced with implementation of Mitigation Measure CR 1, documentation of the stone house at 4055 Lytle Creek Road would not fully mitigate impacts. Impacts would be significant and unavoidable in this regard.

In addition, the Project proposes to improve and realign Lytle Creek Road from the westernmost boundary of the Project Area to its intersection with Sierra Avenue. The footprint of the existing roadway that will be improved, as well as the proposed future alignment of Lytle Creek Road, do not contain known historical resources that could be adversely impacted as a result of Project development.

Mitigation Measure

CR-1 Data Collection. Prior to any Project-related impacts, Historic American Building Survey (HABS) style photographic documentation shall be prepared for the historic stone house at 4055 Lytle Creek Road. While the photographs will meet HABS standards, only local curation (and no federal curation or involvement) will be necessary. The photographic documentation shall be provided to the City (and any required local repositories) for curation.

Level of Significance After Mitigation

In most cases, the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of a historical resource (14 California Code of Regulations Section 15126.4[b]). However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate the impact below a level of significance. In this context, recordation serves a legitimate archival purpose. Although significant impacts to the historical resource would be reduced with implementation of Mitigation Measure CR-1, documentation does not fully mitigate impacts. Impacts would be significant and unavoidable.

ARCHAEOLOGICAL RESOURCES

Impact 4.4-2	The Project would potentially cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
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The cultural resources study did not identify any archaeological resources on the Project Area during the field investigation, and none are known to be associated with the site. In addition, the Project proposes to improve and realign Lytle Creek Road from the westernmost boundary of the Project Area to its intersection with Sierra Avenue. Due to the existing paving located on the Lytle Creek Road, cultural resource staff are unable to survey potential resources located under the existing roadway.

Project construction activities would have the potential to disturb unknown archaeological resources on the site, if present. In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measures CR-2 and CR-3 would address the accidental discovery of resources during Project development. Mitigation Measure CR-2 would require archaeological and Native American monitoring for all ground-disturbing activities below 2 feet and Mitigation Measure CR-3 would require preparation of a Treatment and Disposition Plan should an archaeological or tribal cultural resources be identified during ground-disturbing activities. Thus, with adherence to Mitigation Measures CR-2 and CR-3, impacts would be less than significant.

Mitigation Measures

CR-2 An archaeological monitor with at least 3 years of regional experience in archaeology and tribal monitors representing the consulting tribes (San Manuel Band of Mission Indians) shall be present for all

ground-disturbing activities below 2 feet that occurs within the Proposed Project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.]).

A Monitoring Plan shall be created prior to any and all ground-disturbing activity in consultation with the consulting tribes and agreed to by all parties. The Monitoring Plan shall include details regarding the monitoring process, as well as the Treatment and Disposition Plan described in Mitigation Measure CR 3. A sufficient number of archaeological and tribal monitors shall be present each workday to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage.

CR-3

A Treatment and Disposition Plan (TDP) shall be established, in good faith, prior to the commencement of any and all ground-disturbing activities for the project, including any archaeological testing. The TDP will provide details regarding the process for the in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Inadvertent discoveries of human remains and/or funerary object(s) determined to be Native American in origin are subject to California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98. As provided by statute, the most likely descendant (MLD), as determined by the Native American Heritage Commission (NAHC), shall provide a recommendation regarding the disposition of these findings to the landowner.

Level of Significance After Mitigation

Mitigation Measures CR-2 and CR-3 would be sufficient to reduce impacts to archaeological resources to less than significant.

HUMAN REMAINS

Impact 4.4-3 **The Project would potentially disturb any human remains, including those interred outside of dedicated cemeteries.**

There are no existing or known cemeteries on or adjacent to the Project site. As a result, Project implementation is not anticipated to impact human remains associated with a cemetery. If any human remains or related resources are discovered, such resources would be treated in accordance with all applicable federal, state, and local regulations and guidelines for disclosure, recovery, relocation, and preservation, including California Health and Safety Code Section 7050.5, describes the requirements if any human remains are accidentally

discovered during excavation of a site and states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. Under these provisions, the coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD); refer to Mitigation Measure CR-3. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours once access is granted. Therefore, with compliance with California Health and Safety Code Section 7050.5, as prescribed by Mitigation Measure CR-3, impacts associated with human remains would be less than significant.

Mitigation Measures

Refer to Mitigation Measure CR-3.

Level of Significance After Mitigation

Impacts would be less than significant with mitigation.

CUMULATIVE IMPACTS

Impact 4.4-4 The Project would potentially result in cumulative impacts to cultural resources.

The term cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. **Table 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, identifies the cumulative projects considered in this evaluation.

The cumulative effect of projects in Fontana and San Bernardino County would have the potential to result in the loss of historical resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a cultural resource would be materially impaired. However, development projects in the county are regulated by federal, state, and local regulations. Specifically, these regulations include the Mills Act, PRC Section 5097.98, California Health and Safety Code Section 7050.5, and the Secretary of the Interior's Standards for Rehabilitation and Standards for the Treatment of Historic Properties. To comply with these requirements, cultural investigations, including records searches and physical surveys, as well as tribal consultation, are routinely conducted as part of the planning and environmental review process to determine the extent of cultural resources that would be affected by a Project and to identify mitigation measures to reduce impacts to a less than significant level.

Because the Project Area contains cultural resources that qualify for the consideration of the CRHR, the Project would contribute to cumulative impacts. Although the Project and other cumulative projects in the city and county would be required to comply with the above-mentioned regulations, the Proposed Project, in combination with cumulative projects in the region, would have a significant and unavoidable impact on cultural resources because of the

potential for future development to impact historic resources which, even with mitigation, might not be considered mitigated to less than significant.

In the event of an unexpected resource discovery during construction of the Proposed Project, Mitigation Measures CR-2 and CR-3 would provide guidance and reduce potential impacts to a less than significant level. Additionally, the California Public Resources Code and the California Health and Safety Code mandate the process for handling the discovery of any human remains. Required compliance with these state laws would reduce cumulative impacts to a less than significant level.

Mitigation Measures

Mitigation Measures CR-2 and CR-3.

Level of Significance After Mitigation

Impacts would be significant and unavoidable.

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4.5 Energy

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project.

Greenhouse Gas (GHG) technical data, which addresses energy usage and emissions, is included in **Appendix B**.

4.5.1 Existing Conditions

Energy consumption is analyzed in this EIR due to the potential direct and indirect environmental impacts associated with the Proposed Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both the short-term construction and long-term operational phases.

Electricity/Natural Gas Services

Southern California Edison (SCE) provides electrical services in San Bernardino County (County) through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SCG) provides natural gas services to the County. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH₄). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online.

Energy Usage

Energy usage is typically quantified using the British Thermal Unit (Btu). Total energy usage in California was 7,830 trillion Btu's in 2016 (the most recent year for which this specific data is available), which equates to an average of 199 million BTUs per capita¹. Of California's total energy usage, the breakdown by sector is 39.8 percent transportation, 23.7 percent industrial, 18.9 percent commercial, and 17.7 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use.² In 2017, taxable gasoline sales (including aviation gasoline) in California accounted for 15,540,154,774 gallons of gasoline.³

The electricity consumption attributable to nonresidential land uses in the County from 2007 to 2016 is shown in **Table 4.5-1, Nonresidential Electricity Consumption in San Bernardino County 2007-2016**. As indicated, the demand has remained relatively constant, with no substantial increase, even as the population has increased.

Table 4.5-1: Nonresidential Electricity Consumption in San Bernardino County 2007–2016

Year	Nonresidential Electricity Consumption (in millions of kilowatt hours)
2007	10,012
2008	9,887
2009	8,968
2010	8,873
2011	8,998
2012	9,602
2013	9,674
2014	9,968
2015	9,896
2016	9,994

Source: Electricity and Natural Gas Consumption by County, ECDMS (California Energy Consumption Data Management System).
Website: <http://www.ecdms.energy.ca.gov/>, accessed May 18, 2018.

The natural gas consumption attributable to nonresidential land uses in San Bernardino County from 2007 to 2016 is shown in **Table 4.5-2, Nonresidential Natural Gas**

¹ California State Profile and Energy Estimates, *ELA (US Energy Information Administration)*, <http://www.eia.gov/state/data.cfm?sid=CA#ConsumptionExpenditures>, Accessed April 4, 2019.

² California State Profile and Energy Estimates, *California Energy Consumption by End-Use Sector 2016*, <https://www.eia.gov/state/?sid=CA#tabs-2>, Accessed April 4, 2019.

³ BOE (California Board of Equalization); *Net Taxable Gasoline Sales*, http://www.boe.ca.gov/sptaxprog/reports/mvf_10_year_report.pdf, Accessed April 4, 2019.

Consumption in San Bernardino County 2007-2016. Similar to electricity consumption, the demand has remained relatively constant, with no substantial increase, even with an increase in population.

Table 4.5-2: Nonresidential Natural Gas Consumption in San Bernardino County 2007–2016

Year	Nonresidential Natural Gas Consumption (in millions of therms)
2007	269
2008	237
2009	207
2010	232
2011	245
2012	237
2013	240
2014	237
2015	246
2016	259

Source: Electricity and Natural Gas Consumption by County, California Energy Consumption Data Management System.
Website: <http://www.ecdms.energy.ca.gov/>, accessed May 18, 2018.

Automotive fuel consumption in San Bernardino County from 2007 to 2015 is shown in **Table 4.5-3, Automotive Fuel Consumption in San Bernardino County 2007-2015**. As shown, automotive fuel consumption has declined in the County since 2007.

Table 4.5-3: Automotive Fuel Consumption in San Bernardino County 2007–2015

Year	On-Road Automotive Fuel Consumption	Off-Road Automotive Fuel Consumption (Construction Equipment)
2007	1,138,057,225	71,528,355
2008	1,078,114,735	63,277,362
2009	1,056,487,390	56,731,221
2010	1,053,937,500	57,935,736
2011	1,029,260, 215	57,252,960
2012	1,009,366,620	57,828,987
2013	984,917,095	59,370,975
2014	990,916,600	61,384,329
2015	991,677,625	64,853,280

California Air Resources Board, EMFAC2014.

4.5.2 Regulatory Framework

State

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24).

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24", California's energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 Title 24 standards became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development.⁴ The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards, which take effect on January 1, 2020, would promote photovoltaic systems in newly constructed residential buildings and additional lighting standards. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards⁵. With the new lighting standards, non-residential buildings would use 30% less energy than buildings built under the 2016 standards.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2016 and went into effect January 1, 2017.

⁴ California Energy Commission, *2016 Energy Standards Overview*, <https://www.lgc.org/wordpress/wp-content/uploads/2016/02/2016-Energy-Standards-Overview-California-Energy-Commission.pdf>, accessed February 19, 2019.

⁵ California Energy Commission, *2019 Building Energy Efficiency Standards*, https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf, accessed February 19, 2019.

Local

County of San Bernardino General Plan

The *County of San Bernardino 2007 General Plan Conservation Element* (Conservation element Element) addresses the conservation, development, and use of natural resources. The Conservation Element discusses the following goals, policies, and programs that would help the County reduce its energy consumption and would be applicable to the project.

Conservation Element

- Goal CO 8. The County will minimize energy consumption and promote safe energy extraction, uses and systems to benefit local regional and global environmental goals.
- Policy CO 8.2 Conserve energy and minimize peak load demands through the efficient production, distribution and use of energy.

Programs

1. Work with other governmental agencies, utility companies, and the private sector to achieve energy conservation and the use of alternative energy resources and technologies.
 2. Actively participate and represent the County in the development and implementation of standards and regulations under the jurisdiction of the state and federal governments.
 3. The County will promote the education of its residents about utility energy conservation programs including the CEC's 20/20 HAC recycling program, White Roof and Solar Roof Initiatives.
- Policy CO 8.3 Assist in efforts to develop alternative energy technologies that have minimum adverse effect on the environment, and explore and promote newer opportunities for the use of alternative energy sources.

Programs

5. All County facilities, actions, and policies will provide good examples of the best available technologies and methods for minimizing energy consumption and waste.
- Policy CO 8.4 Minimize energy consumption attributable to transportation within the County.

Programs

4. Work with and adopt the policies and standards of SCAG and SANBAG in their regional transportation planning efforts, as required by the appropriate state laws and regulations.

Policy CO 8.5 There are unique climatic and geographic opportunities for energy conservation and small scale alternative energy systems within each of the County's three geographic regions and, therefore, the County shall:

Programs

- a) Implement land use and building controls and incentives to ensure energy-efficient standards in new developments that comply with California energy regulations as minimum requirements.
- b) Quantify local climate variations and in each climatic region require energy conservation systems in new construction
- c) Fully enforce all current residential and commercial California Energy Commission energy conservation standards.

Policy CO 8.6 Fossil fuels combustion contributes to poor air quality. Therefore, alternative energy production and conservation will be required, as follows:

Programs

- a) New developments will be encouraged to incorporate the most energy-efficient technologies that reduce energy waste by weatherization, insulation, efficient appliances, solar energy systems, reduced energy demand, efficient space cooling and heating, water heating, and electricity generation.

Policy CO 8.7 Utilize source reduction, recycling and other appropriate measures, to reduce the amount of solid waste disposed in landfills

Policy CO 8.8 Promote energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.

Policy CO 8.9 Promote the use of automated time clocks or occupant sensors to control central heating and air conditioning.

City of Fontana General Plan Sustainability and Resilience Element

The City of Fontana (City) *2018 General Plan Sustainability and Resilience Element* (Sustainability and Resilience Element) contains goals, and policies that are designed to help the City improve its resource efficiency and planning for climate change. These goals and policies help the City pursue sustainability and resilience by making resource-efficient choices to conserve water, energy, materials, improve air quality, and adaptability to changing conditions. The following goals and policies would be applicable to the Project:

- Goal 4** Fontana is an Inland Empire leader in energy-efficient energy development and retrofits.
- Policy Promote energy-efficient development in Fontana.
- Policy Meet state energy-efficiency goals for new construction.
- Goal 5** Green Building techniques are used in new development and retrofits.
- Policy promote green building through guidelines, awards and nonfinancial incentives.

4.5.3 Thresholds for Determination of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on energy resources if it would do any of the following:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.5.4 Impact Analysis and Mitigation Measures

WASTEFUL OR INEFFICIENT CONSUMPTION OF ENERGY

Impact 4.5-1	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
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In accordance with CEQA Guidelines, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. This impact analysis focuses on the three sources of energy that are relevant to the Proposed Project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for project construction.

The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) greenhouse gas emissions modeling, which quantifies energy use for occupancy. The results of the CalEEMod modeling are included in Appendix B of this EIR. Modeling was based primarily on the default settings in the computer program for San Bernardino County. The amount of operational fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for

typical daily fuel usage in San Bernardino County. The amount of construction-related fuel use was estimated using ratios provided in the Climate Registry (2015) General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. The results of EMFAC2014 modeling and construction fuel estimates are included in Appendix B of this EIR.

Energy consumption associated with the Proposed Project is summarized in **Table 4.5-4, Proposed Project Energy Consumption**.

Table 4.5-4: Proposed Project Energy Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption ¹	2,945,123 kilowatt-hours	0.03%
Natural Gas Consumption ^{1,3}	0 therms	0.00%
Automotive Fuel Consumption ²		
Project Construction	70,526 gallons	0.11%
Project Operations	1,247,861 gallons	0.13%
Sources:		
1. California Emissions Estimator Model (CalEEMod v. 2016.3.2)		
2. California Air Resources Board EMFAC2014.		
3. The project would not be connected to a natural gas pipeline and thus would not have natural gas consumption.		
Notes: The Project increases in electricity and natural gas consumption are compared with all of the nonresidential buildings in San Bernardino County in 2016. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2015.		

As shown in **Table 4.5-4**, the increase in electricity usage as a result of the Proposed Project would constitute an approximate 0.03 percent increase in the typical annual electricity consumption and an approximate 0.01 percent increase in the typical annual natural gas consumption attributable to all nonresidential buildings in San Bernardino County. The increase in on-road automotive fuel would increase use in the County by 0.13 percent, while the increase in off-road automotive fuel would increase use in the County by 0.11 percent.

Construction Energy

During construction, the Proposed Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through implementation of the mitigation measures listed in Section 4.2, *Air Quality*, which include a requirement that equipment not in use for more than five minutes be turned off

(refer to Mitigation Measure AQ-4). Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation.

As indicated in **Table 4.5-4**, the Proposed Project's fuel from construction would be 70,526 gallons, which would increase fuel use in the County by 0.11 percent. As such, project construction would have a nominal effect on the local and regional energy supplies. In addition, the Project will utilize a tilt-up construction method (i.e., constructing concrete panels on-site, using ready-mix concrete from local sources reducing the projects energy usage) to maximize construction energy efficiency. Further, as discussed above, Project construction equipment would be required to comply with the latest regulations for engine emissions standards set forth by EPA, CARB, and/or the SCAQMD. It should be noted that construction fuel use is temporary and would cease upon completion of construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. **Table 4.5-4** provides an estimate of the daily fuel consumed by vehicles traveling to and from the Logistics Site. As indicated in **Table 4.5-4**, operation of the Proposed Project is estimated to consume approximately 1,247,861 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.13 percent. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. The Project also includes design features that would reduce transportation energy consumption:

- Car/vanpool parking
- Bike lockers
- Charging stations for electric vehicles available for employees and guests

These design features would reduce fuel consumption. The Proposed Project would also comply with the Energy Independence and Security Act of 2007, federal vehicle standards,

and California's Low Carbon Fuel Standard, as discussed in Section 4.7, which regulate fuel efficiencies for vehicles, including trucks. Fuel consumption associated with vehicle trips generated by the Proposed Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

The Proposed Project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider in San Bernardino County, Southern California Edison (SCE), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures that projects would not result in the waste of the finite energy resources.

The Proposed Project will incorporate the following design features to reduce operational energy demands:

- Enhanced insulation for walls and roof
- Enhanced window insulation (0.32 U-factor, 0.25 SHGC)
- Duct leakage testing and verification
- Daylighted rooms
- Energy-efficient lights
- Energy Star commercial appliances
- North/south building alignment to optimize conditions for natural heating, cooling, and lighting

As depicted in **Table 4.5-4**, the project-related building energy would represent a 0.03 percent increase in electricity consumption over the current Countywide usage. The Project would also incorporate design features that would improve building energy efficiency. For example, the Project would enhance window efficiency, apply interior space efficiencies, provide a solar ready roof, include water efficient landscaping (under Assembly Bill (AB) 325, all developer-installed landscaping must be accompanied by a landscape package that documents how water use efficiency would be achieved through design), install water efficient fixtures, and recycle construction and operational waste. The Proposed Project

would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards, and would include several energy efficient design features. The Proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, the Proposed Project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. It should also be noted that the entire building would not be air conditioned, which substantially reduces energy usage.

As shown in **Table 4.5-4**, the increase in electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than one percent). For the reasons described above, the Proposed Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

ENERGY EFFICIENCY PLANS

Impact 4.5-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project would exceed the Title 24 and CALGreen efficiency standards, which would ensure the Project incorporates energy efficient windows, insulation, lighting, ventilation systems, water efficient fixtures, as well as green building standards. In addition, the Project would comply with Goals 5 and 6 of the Sustainability and Resilience Element, as listed in **Table 4.5-5, Project Sustainability and Resilience Strategies Element Consistency Analysis**. These goals include promoting the usage of renewable energy, the reduction of greenhouse gas emissions, implementation of green building and energy-efficient development. Adherence to the Title 24 energy and CALGreen requirements will ensure conformance with the State's goal of promoting energy, water, and lighting efficiency, and the City's goal to pursue sustainability and resilience. The Proposed Project would also comply with the Energy Independence and Security Act of 2007, federal vehicle standards, and California's Low Carbon Fuel Standard, as discussed in Section 4.7, which regulate fuel efficiencies for vehicles, including trucks. Fuel consumption associated with vehicle trips generated by the Proposed Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, the Proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Table 4.5-5: Project Sustainability and Resilience Strategies Consistency Analysis

Goal	Policy	Project Consistency
Goal 5: Fontana is an Inland Empire leader in energy-efficient energy development and retrofits.	Promote energy-efficient development in Fontana.	The Project would comply with the most current version of the Title 24 and CalGreen code and would use water conserving plumbing fixtures and fittings, outdoor potable water use in landscape areas, and would recycle and/or salvage for reused a minimum of 65% of the nonhazardous construction and demolition waste.
	Meet state energy-efficiency goals for new construction	
Goal 6: Green Building techniques are used in new development and retrofits.	Promote green building through guidelines, awards and nonfinancial incentives.	

Source: City of Fontana, 2018 *General Plan Sustainability and Resilience Element*, November 2018.

4.5.5 Cumulative Impact Analysis

Cumulative projects that would have the potential to be considered in a cumulative context with the projects' incremental contribution, and that are included in the analysis of cumulative impacts relative to land use and planning, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0 of this EIR.

Quantifying and/or analyzing energy consumption by cumulative projects in the area would be speculative in nature, as the proposed land use types, intensities, and sizes of projects are unknown at this time. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate.

As noted above, the Proposed Project would not result in significant energy consumption impacts. The Proposed Project would not be considered inefficient, wasteful, or unnecessary with regard to energy. Thus, the Proposed Project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

4.6 Geology and Soils

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the Proposed Project in relation to geology and soils. The information and analysis herein rely on the following investigations and collectively document the geological conditions of the Project Area:

- *Geotechnical Investigation Proposed I-15 Logistics Center*, CHJ Consultants, May 2014
- *Fault Rupture Hazard Investigation Proposed I-15 Logistics Center*, CHJ Consultants, May 2014

Collectively, these investigations included onsite field surveys, research, and literature review; refer to [Appendix E](#).

4.6.1 Existing Conditions

Geologic Setting

The City of Fontana and its sphere of influence are located in the central portion of the Upper Santa Ana River Valley, which contains the eastern portion of the San Gabriel Mountains to the north, the Lytle Creek Wash to the east, and the Jurupa Mountains to the south. The San Gabriel Mountains are located in the Transverse Ranges, which rise over 6,000 feet in elevation, and are bounded by the San Andreas fault system to the northeast and the Cucamonga fault zone (CFZ) to the south.

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to [Exhibit 3.0-3, Project Footprint](#). The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

The San Gabriel range, along with the Santa Monica and San Bernardino Mountains and other ranges form the Transverse Range. The Transverse Range is characterized by east-west trending mountains that are generally surrounded by northwest-trending adjacent ranges. Fault systems along the margins of the Transverse Range accommodate uplift of ranges relative to adjoining lowlands. The CFZ is a zone of thrust faults that extends from San Antonio Canyon to Lytle Creek along the south flank of the eastern San Gabriel Mountains and occupies the western edge of the site. The San Jacinto and San Andreas fault zones are located approximately 1,000 feet east and 4.5 miles northeast of the site, respectively.

Soils and Geologic Conditions

Based on mapping by Morton and Matti (2001), the Project Area is underlain by alluvial-fan sediments of middle to early Holocene age. Based on site-specific mapping, localized areas of colluvium (gravity-deposited sediment) and limited areas of recent alluvial deposits occur along the escarpment bounding the western edge of the site and locally within tributary drainages sourced west of the site. During the field investigation conducted as part of the *Geotechnical Investigation*, the alluvial-fan sediments were found to consist of thickly bedded to massive gravel and cobble-size materials in a fine-to-medium grained, silty sand matrix. Bouldery horizons and scattered zones were also encountered. The site soils are characterized by abundant gravel and cobble content. The upper one to two feet of native soils are in a loose state. Medium dense-to-dense soils were encountered at depths generally greater than two feet.

Faults and Seismicity

Based on the fault rupture hazard investigation conducted for the Project Area, the western portion of the site lies within an Alquist-Priolo Earthquake Fault Zone designated by the State of California to include traces of suspected active faulting associated with the CFZ. Other fault zones near the site include the San Jacinto fault zone (containing the Lytle Creek trace that is 0.25 mile east of the site); the San Andreas fault zone (4.5 miles northeast of the site); the Red Hill fault (3.5 miles southwest of the site); and the Rialto-Colton groundwater barrier (6 miles southeast of the site). Regional faults with the potential to generate strong ground shaking at the site include the Sierra Madre fault (14 miles northeast), North Frontal fault (19 miles west-southwest), Chino-Elsinore fault (21 miles southwest) and the Helendale fault (32 miles northeast).

Groundwater

A spring box (a device that allows for water to be collected from a natural groundwater spring) along with riparian-type vegetation is located west of Lytle Creek Road on APN 023904115, near the driveway associated with the residence located on APN 023904118; refer to **Exhibit 3.0-5, Project Parcels**. The CFZ is a groundwater barrier at this location, causing water to rise to the surface near or west of the spring box. According to information obtained from the US Geological Survey (USGS) National Water Information System online mapping database and topographic map interpretation, the depth and direction of groundwater in the vicinity of the subject property is inferred to be approximately 131 feet below ground surface (bgs), with flow toward the southwest. There was no evidence of shallow groundwater observed during the *Geotechnical Investigation*, and site conditions suggest that groundwater does not occur in the near surface east of the CFZ; therefore, shallow groundwater (less than 50 feet below ground surface (bgs)) is not anticipated within the Project Area.

Liquefaction

Liquefaction occurs when soils suddenly transition from a solid state to a liquefied state due to earthquake shaking or blasting. Liquefaction is more likely to occur in loose to moderately saturated granular soils with poor drainage such as silty sands or sands and gravels capped or containing seams of impermeable sediments. Earthquake liquefaction may occur during strong ground shaking events as the shaking causes increased pore water pressure in these loose, saturated, relatively cohesionless soil deposits, resulting in a loss of shear strength. The

potential for liquefaction to occur is primarily influenced by the nature of the soils and proximity of groundwater to the surface, as well as the intensity and duration of ground motion, gradation characteristics of subsurface soils, and onsite stress conditions.

The Project Area is not located in an area identified by the City of Fontana (2017) or County of San Bernardino (2010) as having a potential for liquefaction. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are shallow groundwater (less than 50 feet in depth), the presence of unconsolidated sandy alluvium, typically Holocene in age, and strong ground shaking. All three of these conditions must be present for liquefaction to occur. However, only two of the three conditions (presence of unconsolidated sandy alluvium and strong ground shaking) are present at the Project Area. As discussed above, the current depth of groundwater at the Project Area is anticipated to be greater than 50 feet bgs, and the subsurface materials have a large percentage of gravel to cobble clast sizes. Therefore, liquefaction and seismic settlement are not considered to be a potential hazard to the site.

Landslides

The causes of landslides are typically related to instabilities in slopes. In most cases, the main cause of landslides is heavy or prolonged rainfall. Another cause of landslides is seismicity. Landslides can occur during earthquakes as a result of seismic shaking and pore water pressure generation. According to the City's Local Hazard Mitigation Plan (Figure 4-13, Landslide Hazard Susceptibility), the Logistics Site is not in an area identified as having a potential for slope instability (City of Fontana 2017). Road cut slopes along the western site boundary may be susceptible to seismically induced rockfalls, slumps, or shallow surficial slides. Indications of small debris flows in these slopes were observed in aerial imagery dated 2005.

Paleontological Resources

In consultation with the Natural History Museum, a thorough check was conducted of the paleontology collection records for the locality and specimen data for the Proposed Project as part of the Project's Cultural Resources Assessment prepared by BCR Consulting, LLC (2017; see Appendix D). The records search determined that excavations in the coarse fan deposits in the northwestern portion of the Proposed Project site are unlikely to uncover significant vertebrate fossils. Excavations in that area which extend down into metamorphic bedrock will not encounter any recognizable fossil remains. Surface grading or shallow excavations in the younger Quaternary alluvial fan deposits exposed in most of the Proposed Project site are also unlikely to encounter significant vertebrate fossils. Thus, it is not anticipated that paleontological resources would be found onsite.

4.6.2 Regulatory Framework

State

California Alquist-Priolo Earthquake Fault Zoning Act (1972)

California adopted the *Alquist-Priolo Earthquake Fault Zoning Act* in 1972, subsequent to the 1971 San Fernando earthquake, which caused extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act is intended to prevent construction of buildings used for human occupancy on the surface trace of active faults,

thereby reducing the potential for harm to humans and/or structures due to surface rupture. The Act addresses only the hazard of surface fault rupture and does not address other types of earthquake hazards.

The Alquist-Priolo Act provides that “no structure for human occupancy, identified as a project under Section 2621.6 of the Act, shall be permitted to be placed across the trace of an active fault. Furthermore, as the area within fifty (50) feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise by an appropriate geologic investigation and report prepared as specified in Section 3603(d) of this subchapter, no such structures shall be permitted in this area.”

California Seismic Hazards Mapping Act (1989)

California adopted the *Seismic Hazards Mapping Act* (SHMA) in 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6), which directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, landslides and ground shaking. The purpose of the SHMA is to improve public safety and minimize the adverse effects of strong ground shaking, liquefaction, landslides, ground failure, and other earthquake-related hazards. The program and actions required by the SHMA are similar to those required by the *Alquist-Priolo Earthquake Fault Zoning Act*, although the *Alquist-Priolo Earthquake Zone Act* is limited to surface fault-rupture hazards while SHMA addresses other seismic hazards as well. Significant requirements of the SHMA include:

- The State Geologist is required to delineate the various “seismic hazard zones.” Cities, counties, and other local permitting authorities are required to regulate certain development projects within these zones and must withhold the development permits for a site within a zone until its geologic and soil conditions are investigated and appropriate mitigation measures, if any, are incorporated into the development plans.
- The State Mining and Geology Board provides additional regulations, policies, and criteria to guide cities and counties in the implementation of the law, including guidelines for preparation of seismic hazards zone maps and for evaluating and mitigating seismic hazards; refer to Special Publication 117, Guidelines for Evaluation and Mitigating Seismic Hazards in California, CGS.
- Sellers of real property (and their agents) located within a mapped hazard zone must disclose that the property lies within such a zone at the time of sale.

California Building Code

The State of California establishes minimum standards for building design and construction through the California Building Code (CBC) (California Code of Regulations, Title 24). The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements.

The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

Local

San Bernardino County General Plan

The San Bernardino County 2007 General Plan includes policies and programs that are intended to address geology and soils and guide future development in a way that reduces impacts. For instance, the Safety Element addresses issues related to protecting the community from any unreasonable risks associated with seismically induced surface rupture, ground shaking, ground failure, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified on seismic hazard maps; other known geologic hazards; flooding; and wildland and urban fires. The following policies and goals that are relevant to geology and soils include:

- | | |
|-------------|--|
| Goal S1 | The County will minimize the potential risks resulting from exposure of County residents to natural and man-made hazards in the following priority: loss of life or injury, damage to property, litigation, excessive maintenance and other social and economic costs. |
| Policy S1.1 | Inform and educate the public of the risks from natural and man-made hazards, methods available for hazard abatement, prevention, mitigation, avoidance, and procedures to follow during emergencies. |
| Policy S1.2 | Continuously integrate data on natural and man-made hazards into adopted land use and overlay maps, policies, and review procedures for land use proposals and enforcement of development standards. |
| Policy S1.3 | Support and expand emergency preparedness and disaster response programs and establish comprehensive procedures for post-disaster planning in affected areas. |
| Goal S7 | The County will minimize exposure to hazards and structural damage from geologic and seismic conditions. |
| Policy S7.1 | Strive to mitigate the risks from geologic hazards through a combination of engineering, construction, land use, and development standards. |
| Policy S7.2 | Minimize the risk of potential seismic disaster in areas where inadequate structures exist. |
| Policy S7.3 | Coordinate with local, regional, state, federal, and other private agencies to provide adequate protection against seismic hazards to County residents. |
| Policy S7.4 | Designate areas identified by the Alquist-Priolo Earthquake Fault Zoning Act (Public Resource Code, Division 2, Chapter 7.5) on the Hazard Overlay Maps to protect occupants and structures from high level of risk caused by ground rupture during earthquake. |
| Policy S7.5 | Minimize damage cause by liquefaction, which can cause devastating structural damage and a high potential for saturation exists when the groundwater level is within the upper 50 feet of alluvial material. |

Policy S7.6 Protect life and property from risks resulting from landslide, especially in San Bernardino and San Gabriel Mountains that have high landslide potential.

San Bernardino County Emergency Operations Plan

The San Bernardino County Emergency Operations Plan (EOP) is a comprehensive source of guidance and procedures for the County to prepare for and respond to significant or catastrophic natural, environmental, or conflict-related risks that result in situations requiring coordinated response. It further provides guidance regarding management concepts relating to the County's response to and abatement of various emergency situations, identifies organizational structures and relationships, and describes responsibilities and functions necessary to protect life and property. The plan is consistent with the requirements of the Standardized Emergency Management System (SEMS) as defined in Government Code Section 8607(a) and the National Incident Management System (NIMS) as defined by presidential executive orders for managing response to multi-agency and multi-jurisdictional emergencies. As such, the plan is flexible enough to use in all emergencies and will facilitate response and short-term recovery activities. SEMS/NIMS incorporate the use of the Incident Command System (ICS), mutual aid, the operational area concept, and multi/interagency coordination.

City of Fontana General Plan

The City of Fontana General Plan Update 2015-2035 Noise and Safety Element includes goals, policies, and actions intended to reduce the risks posed by natural conditions that pose a hazard to the city of Fontana and its residents. The following policies, goals, and actions that are relevant to geology and soils include:

- Goal 4 The City shall monitor development or re-development in areas where faults have been mapped through the city.
- Action B Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed development near active faults pursuant to the Alquist-Priolo Act.
- Goal 5 The City shall continue to ensure that current geologic knowledge and peer (third-party) review are incorporated into the design, planning, and construction stages of a project, and that site-specific data are applied to each project.
- Action A Require adherence to the latest California Building Code regulations; update codes and ordinances periodically for latest advances.
- Action B The Building Official shall require development proposals to include a geotechnical hazard analysis as applicable.

City of Fontana Local Hazard Mitigation Plan

The City's FEMA-approved *Local Hazard Mitigation Plan* (LHMP) (August 2017) provides natural hazard profiles which describe each hazard that is considered to pose a risk to the City; a risk assessment which measures the potential impact to life, property and economic impacts resulting from the identified hazards; a vulnerability assessment which includes an inventory

of the numbers and types of buildings and their tabulated values that are subject to the identified hazards; and mitigation goals, objectives and actions relative to each hazard.

The City developed the LHMP in coordination with an internal/external planning team including representatives from city departments, external stakeholders/agencies, and the general public. As required by the Department of Homeland Security's Federal Emergency Management Agency (DHS-FEMA), all LHMPs must be updated, adopted, and approved every five years in order to validate and incorporate new information into the plan and identify progress that has been made since the last approval of the plan. The City's current 2017 LHMP is an update to its' previously-adopted 2012 LHMP.

4.6.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on geology and soils if it would do any of the following:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
 - b. Strong seismic ground shaking.
 - c. Seismic-related ground failure, including liquefaction.
 - d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. 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.
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.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (refer to Section 5.0, Effects Found Not To Be Significant).
6. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4.6.4 Impact Analysis and Mitigation Measures

EARTHQUAKE FAULT RUPTURE

Impact 4.6-1a	The project has the potential to 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.
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The Logistics Site lies within a seismically active region. Based on the fault rupture hazard investigation conducted for the Project Area, the western portion of the site lies within an Alquist-Priolo Earthquake Fault Zone designated by the State of California to include traces of suspected active faulting associated with the CFZ. As mandated by the Alquist-Priolo Act, the logistics facility would be setback from the active fault trace. Appendix E2, *Geotechnical Investigation*, identifies the CFZ fault trace and the position of the logistics facility building relative to the trace. The Project would be constructed consistent with the required setback.

The age of latest activity for the CFZ estimated by soils studies conducted by McFadden et al. (1982) is believed to have occurred prior to the deposition of 200- to 700-year-old alluvium and after deposition of 1,000-year old alluvium. This range places the latest activity between 700 and 1,000 years. Therefore, the mid-Holocene alluvial-fan sediments exposed in the during the Fault Rupture Hazard Investigation for the Project should have revealed indications of faulting, if present, from the latest event on the CFZ.

The surface projection of the CFZ was estimated based on fault-related features exposed in trenches, soil age/stratigraphic relations and interpretation of a seismic velocity profile image. This surface projection is considered a most conservative interpretation of the available site geologic data and provides a suitable reference on which to base mitigation of fault rupture hazards in accordance with the Alquist-Priolo Earthquake Fault Zoning Act. Compliance with Mitigation Measures GEO-1, GEO-2 and GEO-3, would reduce potential adverse effects on structures due to rupture of an existing earthquake fault to a less than significant level.

Mitigation Measures

GEO-1	All Project structures shall be constructed pursuant to the most current CBC seismic building design and construction standards, as determined by the City as part of the grading plan and building permit review process.
GEO-2	The Project shall comply with the established no-build setback zone depicted in the <i>Geotechnical Investigation</i> (CHJ Consultants, 2014), and all grading operations, including site clearing and stripping, shall be observed by an onsite representative of the Project's geotechnical engineer. All final plans shall be reviewed by the City of Fontana's Building and Safety Division to verify that the <i>Geotechnical Investigation's</i> no-build setback zone have been incorporated, as necessary.

GEO-3 The Project shall adhere to the construction recommendations provided in the *Geotechnical Investigation* (CHJ Consultants, 2014), as described below. The City Building and Safety Department shall verify compliance during the permitting process.

- Initial Site Preparation:

All areas to be graded shall be stripped of significant vegetation and other deleterious materials. These materials should be removed from the site for disposal.

- Minimum Mandatory Removal and Recomposition of Existing Soils:

All areas to be graded shall have at least the upper 24 inches of existing materials removed. The open excavation bottoms thus created shall be observed by the Project engineering geologist to verify and document that suitable, non-compressible native sediments are exposed prior to moisture conditioning, compaction and refilling with properly tested and documented compacted fill. Deeper removals may be necessary, depending on the conditions encountered, as well as proposed footing depths and pad elevations.

Cavities created by removal of subsurface obstructions, such as structures and tree root stocks, shall be thoroughly cleaned of loose soil, organic matter and other deleterious materials, and shaped to provide access for construction equipment and backfilled as recommended for site fill.

- Preparation of Fill Areas:

Prior to placing fill and after the subexcavation bottom has been observed and approved by the Project engineering geologist, the surfaces of all areas to receive fill shall be moisture conditioned to a depth of approximately 12 inches. The moisture conditioned soils shall be brought to near optimum moisture content and compacted to a relative compaction of at least 90 percent in accordance with ASTM D1557. It is anticipated that scarification of the underlying soils may result in dislodging oversized material, requiring additional handling. As such, a suitable alternative to the scarification of the underlying soils would be to moisture condition the soils, allowing sufficient time for the moisture to penetrate to a depth of 12 inches or more prior to compaction. Verification of the moisture penetration depth shall be required if this alternative method is utilized.

- Oversized Material:

It is anticipated that quantities of oversized material (boulders larger than 12 inches in greatest dimension) requiring special handling for disposal may be encountered during the grading operation. While site-specific recommendations may be developed during grading plan preparation or in the field during construction, the following general methods for disposing of oversized rock onsite are recommended:

- Rocks between approximately 12 and 24 inches in size may be placed in areas of fill at a depth greater than approximately 10 feet below finish grade with the approval of the building official.
- The oversized rock should be placed in windrows and adequately spaced to prevent nesting. Then, sandy matrix material should be flooded in between the rock to fill any void spaces. Continuous observation of the rock placement and flooding operation shall be conducted by the geotechnical engineer.
- If rock disposal areas are considered necessary, oversized rock can be disposed of within designated areas that should be indicated on the grading plans. Rock disposal areas shall be evaluated by the geotechnical engineer for suitability.
- Oversized rock can also be crushed and exported off site or used in landscaping. Use of the oversize rock and appropriate maximum size of the oversize rock shall be referred to the landscape architect.

- Preparation of Footing Areas:

All footings shall rest upon at least 24 inches of properly compacted fill material. In areas where the required thickness of compacted fill is not accomplished by the mandatory subexcavation operation and by site rough grading, the footing areas shall be subexcavated to a depth of at least 24 inches below the proposed footing base grade. The subexcavation shall extend horizontally beyond the footing lines a minimum distance of 5 feet where possible. The bottoms of these excavations shall then be moisture conditioned to a depth of at least 12 inches, brought to near optimum moisture content and recompacted to at least 90 percent relative compaction in accordance with ASTM D1557 prior to refilling the excavation to grade as properly compacted fill.

- Compacted Fills:

The onsite soil shall provide adequate quality fill material, provided it is free from roots, other organic matter, deleterious and oversized materials. Unless approved by the geotechnical engineer, rock or similar irreducible material with a maximum dimension greater than 12 inches shall not be buried or placed in fills except as noted in the above "Oversized Material" recommendations.

Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than 6 inches in maximum dimension. The contractor shall notify the geotechnical engineer of import sources sufficiently ahead of their use so that the sources can be observed and approved as to the physical characteristic of the import material. For all import material, the contractor shall also submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current (ACI) criteria and is not corrosive to ferrous metal and copper. In addition, a report shall be

submitted addressing environmental aspects of any proposed import material. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job. If imported fill is to be utilized in structural areas, it shall meet the same strength requirement that was utilized to design the structure.

Fill material shall be spread in near-horizontal layers, approximately 12 inches in thickness. Thicker lifts may be approved by the geotechnical engineer if testing indicates that the grading procedures are adequate to achieve the required compaction. Each lift shall be spread evenly, thoroughly mixed during spreading to attain uniformity of the material and moisture in each layer, brought to near optimum moisture content, and compacted to a minimum relative compaction of 90 percent in accordance with ASTM D 1557.

Based upon the estimated relative compaction of the native soils encountered during the *Geotechnical Investigation* conducted for the Project, and the relative compaction anticipated for compacted fill soils, a compaction shrinkage of approximately 0 to 5 percent is estimated. Therefore, 1.00 cubic yards to 1.05 cubic yards of in- place soil material would be necessary to yield 1 cubic yard of properly compacted fill material. In addition, subsidence of approximately 0.1 foot is anticipated. These values are exclusive of losses due to stripping, tree removal or the removal of other subsurface obstructions, if encountered, and may vary due to differing conditions within the Project boundaries and the limitations of the *Geotechnical Investigation*. Shrinkage due to oversize material losses are estimated at 5 percent for material over 12 inches in diameter and less than 1 percent for material over 24 inches in diameter. These values are estimates only and final grades shall be adjusted, and/or contingency plans to import or export material shall be made to accommodate possible variations in actual quantities during site grading.

- Expansive Soils:

Since all soil materials encountered during the *Geotechnical Investigation* were granular and considered to be non- critically expansive, specialized construction procedures to specifically resist expansive soil forces are not anticipated at this time. Additional evaluation of soils for expansion potential shall be conducted by the Project geotechnical engineer during the grading operation.

- Foundation Design:

If the Project site is prepared as recommended, the proposed structures may be safely founded on conventional spread foundations, either individual spread footings and/or continuous wall footings with slabs-on-grade, bearing on a minimum of 24 inches of compacted fill. Footings shall be a minimum of 12 inches wide and be established at a minimum depth of 12 inches below lowest adjacent final subgrade level. For the minimum

width and depth, footings may be designed for a maximum safe soil bearing pressure of 2,500 pounds per square foot (psf) for dead plus live loads. This allowable bearing pressure may be increased by 400 psf for each additional foot of width and by 1,000 psf for each additional foot of depth, to a maximum safe soil bearing pressure of 5,000 psf for dead plus live loads. These bearing values may be increased by one-third for wind or seismic loading.

For footings thus designed and constructed, a maximum settlement of less than 1 inch is anticipated. Differential settlement between similarly loaded adjacent footings is expected to be approximately one-half the total settlement.

- Lateral Loading:

Resistance to lateral loads shall be provided by passive earth pressure and base friction. For footings bearing against compacted fill, passive earth pressure may be considered to be developed at a rate of 420 psf per foot of depth. Base friction may be computed at 0.39 times the normal load. Base friction and passive earth pressure may be combined without reduction.

For preliminary retaining wall or shoring design purposes, a lateral active earth pressure developed at a rate of 40 psf per foot of depth shall be utilized for unrestrained conditions. For restrained conditions, an at-rest earth pressure of 65 psf per foot of depth shall be utilized. The "at-rest" condition applies toward braced walls which are not free to tilt. The "active" condition applies toward unrestrained cantilevered walls where wall movement is anticipated. The structural designer shall use judgment in determining the wall fixity and may utilize values interpolated between the "at-rest" and "active" conditions where appropriate. These values are applicable only to level, properly drained backfill with no additional surcharge loadings and do not include a factor of safety other than conservative modeling of the soil strength parameters. If inclined backfills are proposed, the Project geotechnical engineer shall be contacted to develop appropriate active earth pressure parameters. If import material is to be utilized for backfill, the Project geotechnical engineer shall verify the backfill has equivalent or superior strength values.

These values shall be verified prior to Project construction when the backfill materials and conditions have been determined and are applicable only to properly drained backfills with no additional surcharge loadings. Toe bearing pressure for walls on soils not bearing against compacted fill, as recommended earlier under "Preparation of Footing Areas", shall not exceed CBC values.

Backfill behind retaining walls shall consist of a soil of sufficient granularity that the backfill will properly drain. The granular soil shall be classified per the USCS as SW, SP, SW-SM, SP-SM, GW or GP and shall meet the requirements of section 300-3.5.1 of the "Greenbook". Surface drainage

shall be provided to prevent ponding of water behind walls. A drainage system shall be installed behind all retaining walls consisting of either of the following:

- A 4-inch-diameter perforated PVC (Schedule 40) pipe or equivalent at the base of the stem encased in 2 cubic feet of granular drain material per lineal foot of pipe; or
- Synthetic drains such as Enkadrain, Miradrain, Hydraway 300 or equivalent.

Perforations in the PVC pipe shall be 3/8 inch in diameter. Granular drain material shall be wrapped with filter cloth to prevent clogging of the drains with fines. The wall shall be waterproofed to prevent nuisance seepage and include an approved drain.

Suitable quantities of onsite soil shall be available for retaining wall backfill after screening the material to remove cobbles and boulders greater than 4 inches in diameter. Foundation concrete shall be placed in neat excavations with vertical sides, or the concrete shall be formed and the excavations properly backfilled as recommended for site fill.

- Trench Excavation:

Native materials are classified as a Type "C" soil in accordance with the CAL/OSHA (2013) excavation standards. All trench excavation shall be performed in accordance with CAL/OSHA excavation standards. Temporary excavations in native material shall not be inclined steeper than 1-1/2 (h):1(v) for a maximum trench depth of 20 feet. For trench excavations deeper than 20 feet, the Project geotechnical engineer shall be consulted.

- Pipe Bedding and Backfills:

Pipe Bedding

Pipe bedding material shall meet and be placed according to the "Greenbook" or other project specifications, and shall be uniform, free-draining granular material with a sand equivalent (SE) of at least 30. Sand equivalent testing of onsite material indicates an SE value of less than 30 for near-surface soils. Suitable material from deeper soils may be available after screening.

Backfill

Backfill shall be compacted following the recommendations in the "Compacted Fills" discussed above. Soils required to be compacted to at least 95 percent relative compaction, such as street subgrade and finish grade, shall be moisture treated to near optimum moisture content not exceeding 2 percent above optimum. To avoid pumping, backfill material shall be mixed and moisture treated outside of the excavation prior to lift placement in the trench. A lean sand/cement slurry shall be considered to fill any cavities, such as void areas created by caving or undermining of

soils beneath existing improvements or pavement to remain, or any other areas that would be difficult to properly backfill, if encountered.

- **Slabs-On-Grade:**

To provide adequate support, concrete slabs-on-grade shall bear on a minimum of 24 inches of compacted soil and be a minimum of 4 inches in thickness. The soil shall be compacted to 90 percent relative compaction. The final pad surfaces shall be rolled to provide smooth, dense surfaces.

Slabs to receive moisture-sensitive coverings shall be provided with a moisture vapor retarder. It is recommended that a vapor retarder be designed and constructed according to the American Concrete Institute (ACI) 302.1R, “Guide for Concrete Floor and Slab Construction”, which addresses moisture vapor retarder construction. At a minimum, the vapor retarder shall comply with ASTM E1745 and have a nominal thickness of at least 10 mils. The vapor retarder shall be properly sealed per the manufacturer's recommendations and protected from punctures and other damage. One inch of sand under the vapor retarder may assist in reducing punctures.

Concrete building slabs subjected to heavy loads, such as materials storage and/or forklift traffic, shall be designed by a registered civil engineer competent in concrete design. A modulus of vertical subgrade reaction of 250 pounds per cubic inch can be utilized in the design of slabs-on-grade for the proposed project.

- **Preliminary Flexible Pavement Design:**

The following recommended structural sections were calculated based on traffic indices (TIs) provided in the Caltrans “Highway Design Manual for Safety Roadside Rest Areas” (Caltrans, 2012). Based upon preliminary sampling and testing, the structural sections tabulated below will provide satisfactory HMA pavement. The R-value of the most representative material was used in the analysis. As per the Caltrans Highway Design Manual, Section 614.3, a design subgrade maximum R-value of 50 for the soil was utilized in performing the pavement section calculations.

Usage	TI	R-Value	Recommended Structural Section
Auto Parking Areas	5.0	50	0.25' HMA/0.35' Class 2 AB
Auto Road	5.5	50	0.25' HMA/0.35' Class 2 AB
Truck Parking Areas	6.0	50	0.30' HMA/0.35' Class 2 AB
Truck Lanes and Roads	8.0	50	0.40' HMA/0.45' Class 2 AB

Notes: AB = Aggregate Base

The above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils and all aggregate base (AB) material brought to a minimum relative compaction of 95 percent in accordance with ASTM D1557 prior to paving. The AB shall meet Caltrans requirements for Class 2 base. The above pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.

- Preliminary Rigid Pavement Design:

Based upon an R-value of 65, a modulus of subgrade reaction of approximately 200 pounds per square inch per inch (k) was utilized. The following PCC pavement designs are recommended, and are based upon the American Concrete Institute (ACI) Guide for Design and Construction of Concrete Parking Lots (ACI 330R-08).

Design Area	Recommended Section
Car Parking and Access Lanes Average Daily Truck Traffic = 1 (Category A)	4.0" PCC/Compacted Soil
Truck Parking and Interior Lane Areas Average Daily Truck Traffic = 25 (Category B)	5.5" PCC/Compacted Soil
Truck Interior and Exterior Lanes Average Daily Truck Traffic = 300 (Category C)	6.5" PCC/Compacted Soil
Truck Interior and Exterior Lanes Average Daily Truck Traffic = 700 (Category D)	7.0" PCC/Compacted Soil

The above recommended concrete sections are based on a design life of 20 years, with integral curbs or thickened edges. In addition, the above structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils, with the upper 12 inches of subgrade soils brought to a uniform relative compaction of 95 percent (ASTM D1557).

Slab edges that would be subject to vehicle loading shall be thickened at least 2 inches at the outside edge and tapered to 36 inches back from the edge. Typical details are given in the ACI "Guide for Design and Construction of Concrete Parking Lots" (ACI 330R-08). Alternatively, slab edges subject to vehicle loading shall be designed with dowels or other load transfer mechanism. Thickened edges or dowels are not necessary where new pavement will abut areas of curb and gutter, buildings, or other structures preventing through-vehicle traffic and associated traffic loads.

The concrete sections may be placed directly over a compacted subgrade prepared as described above. The concrete to be utilized for the concrete

pavement shall have a minimum modulus of rupture of 550 pounds per square inch. Contraction joints shall be sawcut in the pavement at maximum spacing of 30 times the thickness of the slab, up to a maximum of 15 feet. Sawcutting in the pavement shall be performed within 12 hours of concrete placement (or preferably sooner) and sawcut depths shall be equal to approximately one-quarter of the slab thickness for conventional saws or 1 inch when early-entry saws are utilized on slabs 9 inches thick or less. The use of plastic strips for formation of jointing is not recommended. The use of expansion joints is not recommended, except where the pavement would adjoin structures. Construction joints shall be constructed such that adjacent sections butt directly against each other and are keyed into each other or the joints are properly doweled with smooth dowels. Distributed steel reinforcement (welded wire fabric) is not necessary, nor would any decrease in section thickness result from its inclusion.

These pavement design recommendations are based upon the results of preliminary sampling and testing, and shall be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.

Level of Significance After Mitigation

Impacts would be less than significant.

STRONG SEISMIC GROUNDSHAKING

Impact 4.6-1b	The project has the potential to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.
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According to the Faulting Study, the Project Site, like most of southern California, is subject to ground shaking hazards from earthquakes on regional fault systems capable of producing moderate to severe groundshaking. As discussed above, Mitigation Measure GEO-1 and GEO-2 would ensure all Project structures are constructed pursuant to CBC seismic design and building setback zones prescribed by the *Geotechnical Investigation*. GEO-3 requires compliance with all recommendations of the *Geotechnical Investigation* prepared for the Project Area, which will ensure impacts from ground shaking are mitigated. Following conformance with the CBC seismic design requirements and construction standards as well as the building setback zones prescribed by the *Geotechnical Investigation*, impacts related to seismic ground shaking would be less than significant.

Mitigation Measures

Refer to Mitigation Measures GEO-1, GEO-2, and GEO-3.

Level of Significance After Mitigation

Impacts would be less than significant.

SEISMIC-RELATED GROUND FAILURE

Impact 4.6-1c	The project has the potential to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.
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Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as fluid. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are shallow groundwater (less than 50 feet in depth), the presence of unconsolidated sandy alluvium (typically Holocene in age), and strong ground shaking. All three of these conditions must be present for liquefaction to occur.

Two of the three conditions are present at the Logistics Site. These include unconsolidated sandy alluvium and the potential for strong ground shaking. The current depth to groundwater at the Logistics Site is anticipated to be greater than 50 feet bgs and the subsurface materials have a large percentage of gravel and cobble. Hydroconsolidation (soil collapse) occurs when loose, dry, sandy soils become saturated and settle. Based upon the soils encountered by the geologists during the project *Geotechnical Investigation*, soils with a significant hydroconsolidation potential are not present at the site.

A small portion of the larger Project Area is identified on the San Bernardino County Geologic Hazard Maps as an area with low susceptibility to liquefaction. This area is located near the Lytle Creek wash, which is located a substantial distance from the proposed logistics facility. The Project would realign Lytle Creek Road through the identified liquefaction area, but the realignment would be constructed consistent with applicable standards, regulations, and building practices to minimize any potential for liquefaction. The Project also proposes to realign an existing roadway (Lytle Creek Road) to serve the logistics facility. The likelihood of liquefaction or ground failure is low in this area of the Project Area, and no significant impacts would result.

As stated in the *Geotechnical Investigation*, the soil conditions for the Logistics Site are not considered to be susceptible to liquefaction or hydroconsolidation. The Logistics Site is not located in an area identified by the City of Fontana or County of San Bernardino as having a potential for liquefaction. Therefore, impacts related to seismic-related ground failure and liquefaction are considered less than significant and no mitigation measures are required.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

LANDSLIDES

Impact 4.6-1d	The project has the potential to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.
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The potential for landslides to occur increases during or following heavy rainfall or seismic events resulting in ground shaking. While a small portion of the Project Area is identified on the County of San Bernardino's Geologic Hazards Maps as within a moderate to high landslide area, the Logistics Site and logistics facility is proposed to be located a substantial distance from the mapped area with landslide potential. Rock falls and rockslides may also occur, particularly along steep slopes. Road cut slopes along the western site boundary may be susceptible to seismically-induced rock falls, slumps or shallow surficial slides. However, the Logistics Site and roadway re-alignment would be required to comply with site-specific construction recommendations and mitigation measures that would reduce impacts to a less than significant level. In addition, the relatively flat topography of the site reduces the potential for slope instability within the Logistics Site (CHJ Consultants 2014b). Therefore, the Proposed Project would not expose people or structures to potentially substantial adverse effects involving landslides and impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measures GEO-1, GEO-2, and GEO-3.

Level of Significance After Mitigation

Impacts would be less than significant.

SOIL EROSION OR LOSS OF TOPSOIL

Impact 4.6-2	The project has the potential to result in substantial soil erosion or the loss of topsoil.
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Soil is naturally eroded by the action of wind or water. The potential for erosion is influenced by the climate, topography, soils, vegetation, as well as agricultural activities and land development patterns. According to the *Geotechnical Investigation*, the surface soils encountered within the site consist of silty sands and gravelly sands that are moderately susceptible to erosion by wind and water.

The Proposed Project would be required to provide drainage facilities and water would not be allowed to pond on the developed site and would be required to comply with the Water Quality Management Plan prepared for the Project (Appendix G), which includes Best Management Practices to comply with City of Fontana and NPDES stormwater regulations. Drainage features would not be allowed to flow over graded or natural slope areas that would cause erosion. Slopes would be graded according to current CBC and would be required to adhere to conditions under the National Pollutant Discharge Elimination System Permit issued by the Regional Water Quality Control Board. Parking areas and site paving would be concrete and asphalt and would represent approximately 77 percent of the site coverage of the Logistics Site. Water from the Logistics Site would be handled in accordance with the WQMP and Best Management Practices. The realignment of Lytle Creek Road would be consistent with City

of Fontana engineering requirements and standards, including with respect to water diversion and transport to the stormwater system. The Proposed Project would be required to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices to ensure that construction-related water quality impacts resulting from soil erosion would be reduced to a less than significant level. In addition, proper drainage design as provided in the *Geotechnical Investigation* and discussed in Mitigation Measure GEO-4 would reduce potential impacts relative to erosion to a less than significant level.

Mitigation Measures

GEO-4 The potential for erosion shall be mitigated by proper drainage design. Water shall not be allowed to flow over graded areas or natural areas so as to cause erosion. Graded areas shall be planted or otherwise protected from erosion by wind or water.

Level of Significance After Mitigation

Impacts would be less than significant.

GEOLOGIC UNITS OR UNSTABLE SOILS

Impact 4.6-3	The project could 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.
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Based on the *Geotechnical Investigation*, the existing soil conditions and topography on the Logistics Site are not susceptible to liquefaction, collapse, subsidence, lateral spreading, or landslides. The site is relatively flat and not located in an area where landslides or lateral spreading would typically occur. Compliance with requirements for building setbacks from the fault zones would ensure that no structures are constructed on unstable geological units. The Logistics Site is not located on soil that is unstable or could become unstable as a result of Project implementation.

As discussed above, small portions of the larger Project Area are identified as susceptible to either landslides or liquefaction; however, the potential for such geologic events is recognized as low. Moreover, the Project does not propose to locate any habitable structures within either of these areas. The realignment of Lytle Creek Road would occur consistent with applicable laws, regulations, and standards, including those engineering standards applied by the City of Fontana. The City would ensure compliance with such standards.

Impacts from these conditions are considered less than significant and no mitigation measures are required.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

EXPANSIVE SOILS

Impact 4.6-4	The project could 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.
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The *Geotechnical Investigation* prepared for the Proposed Project indicates that soils Project Area, as well as the Logistics Site specifically, are generally granular and are considered to be non-critically expansive. Specialized construction procedures to specifically resist expansive soil forces are not anticipated to be required for the construction of the Project Area. No known or anticipated impacts pertaining to expansive soils would occur as a result of Project implementation.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

PALEONTOLOGICAL RESOURCES

Impact 4.6-5	The project would potentially directly or indirectly destroy a unique paleontological resource or site or unique geological feature.
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As described in Appendix D, *Cultural Resources Assessment*, BCR Consulting conducted a paleontological resources overview and consulted with the Natural History Museum on this matter. The records research and consultation concluded that based on the Project Area sediments which are composed of younger Quaternary Alluvium, these deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers. Surface grading or shallow excavations in the younger Quaternary alluvial fan deposits exposed in most of the Project Area are unlikely to encounter significant vertebrate fossils. However, deeper excavations in the Project Area that extend down into older finer-grained Quaternary deposits may well encounter significant remains of fossil vertebrates. The closest vertebrate fossil localities from somewhat similar basin deposits are LACM 7811 and LACM 1207 in Jurupa Valley and Corona, respectively, which produced a fossil specimen of whipsnake, *Masticophis*, at a depth of 9 to 11 feet below the surface. Excavation associated with the Proposed Project may occur at similar depths.

Mitigation Measures GEO-5 and GEO-6 are required to provide monitoring, sampling, and if needed, collection of fossils in appropriate deposits. Compliance with Mitigation Measure GEO-5 and GEO-6 would reduce potential adverse effects related to the destruction of a unique paleontological resource or site or unique geological feature to less than significant.

Mitigation Measure

GEO-5	<i>Monitoring.</i> Any excavations in the finer-grained sedimentary deposits on the Project Area shall be monitored closely by a qualified
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paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, to quickly and professionally recover any fossil remains while not impeding development.

GEO-6

Sampling. Prior to any excavation in the finer-grained sedimentary deposits on the Project Area, sediment samples shall be collected by a qualified paleontologist, defined as a paleontologist who meets the Secretary of the Interior's Professional Qualification Standards for paleontology, from the finer-grained deposits on the Project Area and processed to determine their fossil potential. If subsurface fossils are discovered during earth-moving activities associated with the Proposed Project, a qualified paleontologist or qualified designee shall divert these activities temporarily around the fossil site until the remains have been recovered, a rock sample has then been collected to process to allow for the recovery of smaller fossil remains, if warranted, and construction has been allowed to proceed through the site by a qualified paleontologist or qualified designee. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped, and a qualified paleontologist or qualified designee shall be called to the site immediately to recover the remains. Any fossils collected shall be placed in an accredited scientific institution for the benefit of current and future generations.

Level of Significance After Mitigation

Impacts would be less than significant with mitigation.

CUMULATIVE IMPACTS

Impact 4.6-6 The project would potentially result in cumulative impacts to Geology and Soils.

Geotechnical and paleontological impacts are site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a structure on the Logistics Site, but the construction of a development project on one site would not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology or paleontology in such a manner as to increase risks or impacts regionally. Soils associated with the Project site are similar to other soils in the area. While the construction of the Logistics Site and associated improvements will involve grading, compliance with existing codes and standards and adherence to the recommendations in the Geotechnical Investigation and Cultural Resources Assessment would reduce to less than significant the Proposed Project's contribution to cumulative impacts related to geological and paleontological conditions. Geotechnical and paleontological resource impacts would not be cumulatively considerable.

Mitigation Measures

Refer to Mitigation Measures GEO-1, through GEO-6.

Level of Significance

Impacts would be less than significant.

4.7 Greenhouse Gas Emissions

This section evaluates greenhouse gas (GHG) emissions associated with the Proposed Project and analyzes Project compliance with applicable regulations. The Project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is analyzed in this section.

The information and analysis herein rely on the following reports and technical data:

- Air Quality Impact Analysis for the I-15 Logistics Center, Michael Baker International, July 2018;
- Health Risk Assessment for the I-15 Logistics Center, Michael Baker International, July 2018;
- Greenhouse Gas Emissions Report for the I-15 Logistics Center, Michael Baker International, July 2018;

GHG technical data is included in **Appendix B**.

4.7.1 Existing Conditions

The Project site is in the northern portion of the South Coast Air Basin (Basin). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Geronimo Pass Area in Riverside County. The general region is in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

Climate Change Overview

Parts of the earth's atmosphere act as an insulating blanket, trapping sufficient solar energy to keep the global average temperature within a range suitable for human habitation. The "blanket" is a collection of atmospheric gases called greenhouse gases because they trap heat similar to the effect of glass walls in a greenhouse. These gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons, all act as effective global insulators, reflecting infrared radiation back to the earth. Human activities, such as producing electricity and driving internal combustion vehicles, emit these gases into the atmosphere.

To evaluate the incremental effect of the Project on statewide GHG emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in the earth's energy

balance, including variations in the sun's energy reaching the earth, changes in the reflectivity of the earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by the earth's atmosphere.

Of late, global climate change has arguably become the most widely debated environmental issue. Climate change is a global problem and GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood by scientists who study atmospheric chemistry that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration.

Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system. Even though there has been increased understanding of what is likely responsible for global climate change, scientific uncertainties remain regarding the response of the earth's climate system to changes at a local level.

4.7.2 Regulatory Framework

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the Project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation,

energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

US Environmental Protection Agency Endangerment Finding

The US Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the US Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs (carbon dioxide [CO₂], methane [CH₄], nitrous oxide [N₂O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the US Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011. In 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and the NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for cars and light trucks in model years 2022–2025.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles in model years 2018–2027 for certain trailers, and in model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Clean Power Plan and New Source Performance Standards for Electric Generating Units

On October 23, 2015, the EPA published a final rule (effective December 22, 2015), also known as the Clean Power Plan, establishing the carbon pollution emissions guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660). These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil fuel–fired electric generating units. The guidelines establish CO₂ emission performance rates representing the best system of emissions reduction for two subcategories of existing fossil fuel–fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The US Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Donald Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and that there is real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change. Therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It

establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. This order also directs the California Air Resources Board (CARB) to determine whether the Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in Assembly Bill (AB) 32.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and the California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the state's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of state's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in California.

Executive Order S-14-08

Executive Order S-14-08 expands the state's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 directs CARB to adopt regulations requiring 33 percent of electricity sold in the state come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-20-04

Executive Order S-20-04, the California Green Building Initiative, establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency

benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Executive Order S-21-09

Executive Order S-21-09, 33 Percent Renewable Energy for California, directs CARB to adopt regulations to increase California's Renewables Portfolio Standard (RPS) to 33 percent by 2020. This builds on Senate Bill (SB) 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

The California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500–38599) establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. The bill specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill) required that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to the state's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Assembly Bill 3018

AB 3018 established the Green Collar Jobs Council under the California Workforce Investment Board. The council will develop a comprehensive approach to address

California's workforce needs associated with the emerging green economy. This bill will ignite the development of job training programs in the clean and green technology sectors.

Senate Bill 97

SB 97 (Chapter 185, Statutes of 2007; Public Resources Code Sections 21083.05 and 21097) acknowledges that climate change is a prominent environmental issue which requires analysis under CEQA. This bill directs the Governor's Office of Planning and Research (OPR), which is part of the California Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of greenhouse gas emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with Project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether Project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in CEQA Guidelines Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375

SB 375 (Chapter 728, Statutes of 2008) aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for greenhouse gases emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each metropolitan planning organization's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Senate Bills 1078 and 107

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 1368

SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the California Energy Commission to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by the CPUC and CEC.

Senate Bill 32

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Cap-and-Trade Program

According to CARB, the Cap-and-Trade Program is designed to reduce GHG emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions and employing market mechanisms to cost-effectively achieve emissions reduction goals. CARB will budget a number of tradeable permits to each covered entity. Covered entities are required to surrender one permit for each ton of GHG emissions they emit. Covered entities will be able to buy additional permits at auction, purchase permits from others, or purchase offset credits.

CARB Scoping Plan

The CARB Scoping Plan Update functions as a road map to achieve the 2030 GHG reduction goal of reducing greenhouse gas emissions in California to 40 percent of their 1990 levels. On December 11, 2008, CARB adopted its original Scoping Plan, as required by AB 32, to reach 1990 levels of greenhouse gases by 2020. The plan was later updated in 2014 to include the most recent science related to climate change and identify actions California has taken to reduce GHG emissions.

The 2017 Scoping Plan Update builds on those actions and takes aim at the 2030 target established by SB 32. Approved in November 2017, key programs included in the plan update are Cap-and-Trade Regulations, the Low Carbon Fuel Standard, and much cleaner cars, trucks, and freight movement, powering the state with cleaner renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet energy needs. It also comprehensively addresses for the first time the greenhouse gas emissions from the natural and working lands in California, including the agriculture and forestry sectors.

CARB's 2017 Scoping Plan Update contains the following goals:

2. SB 350
 - Achieve 50 percent Renewables Portfolio Standard by 2030.
 - Doubling of energy efficiency savings by 2030
3. Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020)
4. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - Maintaining existing GHG standards for light- and heavy-duty vehicles
 - Put 4.2 million zero-emission vehicles (ZEVs) on the roads
 - Increase ZEV buses and delivery and other trucks
5. Sustainable Freight Action Plan
 - Improve freight system efficiency
 - Maximize use of near-zero emission vehicles and equipment powered by renewable energy
 - Deploy over 100,000 zero-emission trucks and equipment by 2030
6. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030
7. SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets
8. Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada
 - CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements
9. 20 percent reduction in greenhouse gas emissions from the refinery sector
10. By 2018, develop an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Carbon Offsets

Under AB 32 and the cap-and-trade program (described above), regulated entities must either reduce their emissions to a specified level each year or purchase compliance offsets to reach that level. Under this program, CARB has approved offset project registries that can provide offsets. CARB also has developed offset protocols that guide what constitutes an offset and a project. CARB-approved registries include, but are not necessarily limited to, the American Carbon Registry, Climate Action Reserve, and Verified Carbon Standard. In concert with AB 32, the protocols require that offsets must be real, additional, permanent, verifiable, and enforceable.

For purposes of this environmental analysis, CEQA Guidelines Section 15126.4(c)(3) states that “measures to mitigate the significant effects of greenhouse gas emissions may include, among others: Off-site measures including offsets that are not otherwise required, to mitigate a project’s emissions” (14 CCR 15126.4(c)(3)).

Local

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD acts as an expert commenting agency for impacts to air quality; this expertise carries over to GHG emissions.

In 2008, the SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be used by other lead agencies. The working group has not provided additional guidance since the release of the interim guidance in 2008. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualified local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate. Approximately 10 percent of facilities evaluated comprised more than 90 percent of the total natural gas consumption, which corresponds to 10,000 metric tons of carbon dioxide equivalent (MTCO₂eq) per year. If a project exceeds the 10,000 MTCO₂eq screening significance threshold level and GHG emissions cannot be mitigated to less than the screening threshold, the project would move to Tier 4.
- Tier 4 encourages large projects to implement the maximum feasible GHG reduction measures instead of shifting to multiple smaller projects that may be less efficient.

Tier 4 consists of three options to demonstrate that a project's GHG emissions are not significant:

- Option 1: Reduce business-as-usual (BAU) emissions by 30 percent. Once GHG emissions are calculated, the applicant would need to incorporate design features and/or implement mitigation measures to demonstrate a 30 percent reduction.
- Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
- Option 3: Establish sector-based performance standards. The efficiency standard for projects is 3.0 MTCO₂eq per service population per year, and the efficiency standard for plans is 4.1 MTCO₂eq per service population per year.
- Tier 5 mitigation offsets to achieve target significance threshold.

City of Fontana General Plan

The City of Fontana's General Plan contains goals, policies, and actions that are designed to reduce greenhouse gas emissions. These goals and policies are in the Community Mobility and Circulation Element, and the Sustainability and Resilience Element. The Community Mobility and Circulation Element supports programs that improve travel by cars and trucks and provides guidance on expanding the options for transit and active transportation. The Sustainability and Resilience Element focuses on resource efficiency and planning for climate change.

Community Mobility and Circulation

Goal 7	The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion and greenhouse gas emissions.
Policy 7.3	Participate in the efforts of Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions.
Action E	Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals of greenhouse gas reductions by 2035.

Sustainability and Resilience

Goal 4	Fontana meets the greenhouse gas reduction goals for 2030 and subsequent goals set by the state.
Policy 4.1	Continue to collaborate with the San Bernardino County Transportation Authority, infrastructure agencies, and utilities on greenhouse gas reduction studies and goals.
Action A	Build on baseline research completed for greenhouse gas reduction to set local goals and meet state goals.

Action B Work with regional agencies to meet any future state goals for GHG reductions.

4.7.3 Thresholds for Determination of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on greenhouse gas emissions if it would do any of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As discussed previously, SCAQMD's 2008 interim guidance set a screening threshold of 10,000 MT CO₂e per year. Projects that do not exceed the 10,000 MT CO₂e per year threshold are considered to be consistent with the GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions.

4.7.4 Impact Analysis and Mitigation Measures

GREENHOUSE GAS EMISSIONS

Impact 4.7-1	The project would potentially generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
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Greenhouse Gas Emissions

Project-related GHG emissions would include emissions from direct and indirect sources resulting from the construction and operation of the Logistic Facility and the realignment of Lytle Creek Road. The Proposed Project would result in direct and indirect emissions of CO₂, N₂O, and CH₄ and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities and mobile sources, while indirect sources include emissions from area sources, electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. Project GHG emissions were calculated using CalEEMod, which relies on trip generation data and specific land use information to calculate emissions.

Table 4.7-1, Project Greenhouse Gas Emissions, presents the Logistic Facility's estimated CO₂, N₂O, and CH₄ emissions without implementation of the Project's sustainable design features (e.g., energy and water efficiency features) that would reduce operational GHG emissions. The CalEEMod outputs in **Appendix B** outline the assumptions used to calculate mobile source, area source, and construction GHG emissions. Operational GHG estimations are based on energy sources, area sources, and automobile emissions. CalEEMod relies on trip data in the traffic impact analysis and Project-specific land use data

to calculate emissions. The total Project-related emissions would result in 15,588.05 MTCO₂eq per year.

Table 4.7-1: Project Greenhouse Gas Emissions

Source	CO2	CH4		N2O		Total Metric Tons of CO2eq
	Metric Tons per Year	Metric Tons per Year	Metric Tons of CO2eq	Metric Tons per Year	Metric Tons of CO2eq	
Direct Emissions						
Construction (amortized over 30 years)	134.05	0.01	0.25	0	0	134.44
Mobile Source	12,313.70	0.48	12.00	0	0	12,325.81
Total Unmitigated Direct Emissions	12,523.22	0.49	12.25	0	0	12,460.25
Indirect Emissions						
Area	0.04	0	0	0	0	0.04
Energy	1,065.74	0.04	1	0	0	1,069.86
Waste	224.34	13.26	331.5	0	0	555.79
Water Demand	1,214.25	8.91	222.75	0.22	65.56	1,502.10
Total Unmitigated Indirect Emissions	2,504.37	22.21	555.25	0.22	65.56	3,127.79
Total Project-Related GHG Emissions	15,588.05 MTCO2eq per year					
SCAQMD Threshold for Industrial and Warehouse Projects	10,000 MTCO2eq per year					
Significant?	Yes					

Source: Michael Baker International 2018a (see Appendix B)
Note: Emissions calculated using CalEEMod computer model.

Direct Proposed Project-Related Sources of Greenhouse Gases

Construction Emissions

Construction-related GHG emissions would result in approximately 4,033.13 MTCO₂eq over the course of construction. Construction-related GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions ($4,033.13 \div 30 = 134.44$). The estimate for construction duration is primarily based on CalEEMod model defaults. For instance, the numbers and types of construction equipment are derived from CalEEMod model defaults. However, modeling parameters were refined in the case of construction phasing and duration. Construction would begin with the demolition and removal of three houses and debris located on the Logistics Site. Following this phase of construction, the entire Logistics Site would be mass

graded, after which the actual building construction would commence. The building construction phase accounts for the simultaneous actions of carpentry, asphalt paving, and painting. Please refer to specific detailed modeling inputs and outputs, including construction equipment assumptions, in **Appendix B**.

Mobile Source

CalEEMod relies on trip data in the Project traffic impact analysis and Project-specific land use data to calculate mobile source emissions. For instance, modeling parameters were refined to account for 2,046 average daily trips associated with the Project, 18.7 percent of which are heavy-duty (4+ axle) truck trips, which is consistent with SCAQMD guidance. (Michael Baker International 2018b).

The SCAQMD asserts that CalEEMod underestimates trip lengths for warehouse and industrial use projects because most heavy-duty trucks would be hauling consumer goods from the Ports of Long Beach and Los Angeles and/or to destinations outside of California. The SCAQMD states that for this reason, CalEEMod default trip length would not be representative of Project activities. The SCAQMD recommends the use of a 40-mile one-way trip length for warehouse and industrial projects. Therefore, the Proposed Project would directly result in approximately 12,325.81 MTCO₂eq per year of mobile source-generated GHG emissions.

Indirect Project-Related Sources of Greenhouse Gases

Area Source

Area source emissions, which include GHGs from the combustion emissions associated with on-site natural gas use (e.g., natural gas-powered forklifts), landscape maintenance equipment, and emissions from consumer products, were calculated using CalEEMod and Project-specific land use data. As noted in **Table 4.7-1**, the Logistics Facility would result in 0.04 MTCO₂eq per year of area source GHG emissions.

Energy Consumption

Energy consumption emissions were calculated using CalEEMod and Project-specific land use data. Southern California Edison (SCE) would provide electricity to the Project site. California Green Building Code/Title 24 sets mandatory energy efficiency standards for new buildings and SB 107 requires 20% of electricity in CA to come from renewable sources. The Logistic Facility's proposed operations would indirectly result in 1,069.86 MTCO₂eq per year due to energy consumption.

Solid Waste

Logistic Facility operations would result in 555.79 MTCO₂eq per year related to solid waste.

Water Demand

Logistic Facility operations would result in 1,502.10 MTCO₂eq per year from indirect energy impacts due to water consumption.

As shown in **Table 4.7-1**, the Logistic Facility will result in approximately 3,262.24 MTCO₂eq per year from construction, area, energy, waste, and water usage. In addition, it has the potential to generate an additional 12,325.81 MTCO₂eq per year from mobile sources, assuming that all trips to and from the Logistic Facility are new trips that result from the project's development. As shown in **Table 4.7-1**, the Logistic Facility has the potential generate a total of approximately 15,474.09 MTCO₂eq per year.

Table 4.7-2, Project Greenhouse Gas Emissions with Project Design Features, shows the improvements to indirect emissions as a result of the following Project design features:

- Enhanced insulation for walls and roof
- Enhanced window insulation (0.32 U-factor, 0.25 SHGC)
- Duct leakage testing and verification
- Daylighted rooms
- Energy-efficient lights
- Energy Star commercial appliances
- North/south building alignment to optimize conditions for natural heating, cooling, and lighting
- Water-efficient landscaping and irrigation systems
- Recycled water connection for irrigation
- Charging stations for electric vehicles available for employees and guests

Table 4.7-2: Project Greenhouse Gas Emissions with Project Design Features

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ e
	Metric Tons per Year	Metric Tons per Year	Metric Tons of CO ₂ eq	Metric Tons per Year	Metric Tons of CO ₂ eq	
Direct Emissions						
Construction (amortized over 30 years)	134.05	0.01	0.25	0	0	134.44
Mobile Source	12,313.70	0.48	12.00	0	0	12,325.81
Total Mitigated Direct Emissions	12,447.75	0.49	12.25	0	0	12,460.25
Indirect Emissions						
Area	0.04	0	0	0	0	0.04
Energy	952.24	0.04	1	0	0	955.90
Waste	224.34	13.26	331.5	0	0	555.80
Water Demand	1,214.25	8.91	222.75	0.22	65.56	1,502.10

<i>Total Mitigated Indirect Emissions</i>	2,390.87	22.21	555.25	0.22	65.56	3,013.84
Total Project-Related GHG Emissions	15,474.09 MTCO₂eq per year					
SCAQMD Threshold for Industrial and Warehouse Projects	10,000 MTCO ₂ eq per year					
Significant?	Yes					

Source: Michael Baker International 2018a (see Appendix B)

Note: Emissions calculated using CalEEMod computer model.

As shown in **Table 4.7-2**, the proposed Project's total GHG project emissions would exceed the SCAQMD threshold of 10,000 MTCO₂eq per year threshold despite implementation of the Project's sustainable design features. In addition, Mitigation Measures AQ-2 through AQ-4 are expected to result in a reduction in long-term operational GHG missions. Therefore, the Project would be required to comply with Mitigation Measure GHG-1 to reduce operational mobile GHG emissions (i.e., the majority [approximately 80 percent] of the Project's long-term operational GHG emissions) to the extent feasible.

Mitigation Measures

GHG-1 Prior to issuance of a Certificate of Occupancy, the tenant shall submit an Operations Plan to the City of Fontana Community Development Director detailing the following GHG reduction measures/programs that shall be applied during Project operations:

- Ride-Sharing Programs. The tenant shall administer a ride-sharing program to reduce daily vehicle trips and vehicle miles traveled (VMT) and provide information to employees on ride share programs to reduce mobile GHG emissions. The tenant shall promote ride-sharing programs through a multi-faceted approach such as:
 - Designating a certain percentage of parking spaces for ride-sharing vehicles;
 - Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and
 - Providing a web site or message board for coordinating rides.
- Public Transit Incentive Program. The tenant shall provide subsidized/discounted daily or monthly public transit passes for employees to reduce daily vehicle trips and VMT. The tenant may also provide free transfers between all shuttles and transit to participants.
- Preferential Parking Permit Program. The tenant shall provide preferential parking in convenient locations (such as near public

transportation or building front doors) in terms of free or reduced parking fees, priority parking, or reserved parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project shall provide wide parking spaces to accommodate vanpool vehicles.

Level of Significance After Mitigation

With implementation of Mitigation Measure GHG-1, the Project's long-term operational emissions would be approximately 13,298.71 MTCO₂eq per year (including construction emissions) with implementation of Mitigation Measure GHG-1.¹ As such, the Project's GHG emissions would still exceed the 10,000 MTCO₂eq per year threshold with implementation of Mitigation Measures GHG-1, and a significant and unavoidable impact would occur.

GREENHOUSE GAS REDUCTION PLANS

Impact 4.7-2 The project would potentially conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The goal to reduce GHG emissions to 40% of 1990 levels by 2030 (Executive Order B-30-15) was codified by the State Legislature as the 2006 Global Warming Solutions Act (SB 32). In 2008, CARB approved a Scoping Plan as required by SB 32. The Scoping Plan has a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an SB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

As shown in Table 4.7-2, the Project would result in approximately 15,474.09 MTCO₂eq/yr. The breakdown of emissions by source category shows less than 1 percent from area sources; 6 percent from energy consumption; 80 percent from mobile sources; 4 percent from solid waste generation; 10 percent from water supply, treatment, and distribution; and less than 1 percent from construction activities. Provided in **Table 4.7-3, Consistency with the Climate Change Scoping Plan** is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the First Update to the Scoping Plan.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the First Update to the Scoping Plan (2013). Although a number of these measures are currently established as

¹ Refer to **Appendix B** for CalEEMod outputs.

policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. The proposed Specific Plan would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction measure described in the CARB's Updated Scoping Plan. CARB's Updated Scoping Plan sets the ground work to reach California's long-term emissions reduction goals set forth in Executive Order S-3-05, AB 32, and other GHG regulations. Implementation of the proposed Project would not interfere with any specific requirements that assist in meeting state-adopted greenhouse gas emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32.

Table 4.7-3:
Consistency with the Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Area (Less than 1 percent of project inventory)		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	Consistent. The Project would prohibit hearths (woodstove and fireplaces) to be installed in the proposed building.
Energy (6 percent of project inventory)		
California Renewables Portfolio Standard (RPS) program: Senate Bill 2X modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.	SCE	Consistent. SCE's commitment to achieve 33 percent renewables by 2020 would meet the requirement under the RPS program. SCE indicated that 35 percent of its electricity has come from renewable resources since 2016. As SCE would provide electricity service to the Project site, the Project would use electricity that is produced consistent with this performance-based standard. Electricity GHG emissions provided in Table 4.7-2 above assume that SCE will receive at least 33 percent of their electricity from renewable sources by the year 2020.
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030 and also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. ²	State Energy Resources Conservation and Development Commission and SCE	Consistent. SCE would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. As SCE would provide electricity service to the Logistics Facility, the Logistics Facility by 2030 would use electricity consistent with the requirements of SB 350. Project buildout would occur in Year 2021 and, therefore, the estimated GHG emissions from electricity usage provided above conservatively do not include implementation of SB 350 with a compliance date of 2030. Electricity GHG emissions presented in Table 4.7-2 would be further reduced by 17 percent by Year 2030 as the electricity provided to the Logistics Facility would meet the requirements under SB 350. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the CCR, Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, heating ventilation and air-

		conditioning (HVAC) systems and insulation.
Senate Bill 1368 (SB 1368): GHG Emissions Standard for Baseload Generation prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and SCE	Consistent. SCE meets the requirements of SB 1368. As SCE would provide electricity service to the Logistics Site, the Project would use electricity that meets the requirements under SB 1368.
CCR, Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.	State and CEC	Consistent. The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California. The Logistics Facility would include new appliances and lighting that comply with this energy efficiency standard.
CCR, Title 24, Building Standards Code: The 2013 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	Consistent. Consistent with regulatory requirements, the Project shall comply with applicable provisions of the California Green Building Standards. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than residential construction built to the 2013 Title 24 standards and 5 percent more efficient (for electricity) for non-residential construction built to 2013 Title 24 standards. The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under BAU in CARB's Scoping Plan. The standards promote the use of better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Thus, the Logistics Facility has incorporated energy efficiency standards that are substantially more effective than the measures identified in the Scoping Plan to reduce GHG emissions.
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the United States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/Manufacturers	Consistent. EISA would serve to reduce the use of incandescent light bulbs for the Project and, thus, reduce energy usage associated with lighting. Electricity GHG emissions provided in Table 4.7-2 account for a 25-percent reduction in lighting electricity consumption with implementation of this regulation.
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state specified general purpose lights that contain levels of hazardous substances, as it requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	State/Manufacturers	Consistent. As with the EISA, discussed above, the Logistics Facility would meet the requirements under AB 1109 because it incorporates energy efficient lighting and electricity consumption that complies with local and state green building programs.
Cap-and-Trade Program: The program establishes an overall limit on GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, and cement production). Facilities subject to the cap are able to trade permits to emit GHGs within the overall limit.	State, CARB	Consistent. As required by AB 32 and the Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA Projects' electricity usage are covered by the Cap-and-Trade Program. Therefore, GHG emissions associated with the Project's electricity usage per year presented in

		Table 4.7-2 would be covered by the Cap-and-Trade Program (as SCE would be a covered entity) and would be consistent with AB 32 and the Scoping Plan.
Mobile (80 percent of project inventory)		
Assembly Bill 1493 (AB 1493) "Pavley Standards": AB 1493 requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California's Advanced Clean Cars program (discussed below).	State, CARB	Consistent. The Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and are expected to reduce GHG emissions by about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular travel by the Project would benefit from this regulation because vehicle trips associated with the Project would be affected by AB 1493. Mobile source emissions generated by the Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions provided in Table 4.7-2 were calculated using CalEEMod, which includes implementation of AB 1493 into mobile source emission factors.
Executive Order S-01-07: The Low Carbon Fuel Standard (LCFS) requires a 10-percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).	State, CARB	Consistent. GHG emissions related to vehicular travel by the Project would benefit from this regulation because fuel used by Project-related vehicles would be compliant with LCFS. Mobile source GHG emissions provided in Table 4.7-2 were calculated using CalEEMod, which includes implementation of the LCFS into mobile source emission factors.
Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.	State, CARB	Not applicable. Although this is not applicable to the Project since it is a statewide program, standards under the Advanced Clean Cars Program will apply to all passenger and light duty trucks used by customers, employees, and deliveries to the Project. GHG emissions related to vehicular travel by the Project would benefit from this regulation and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions, provided in Table 4.7-2, conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation.
Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB Regional, SCAG	Consistent. SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Project represents an infill development within a High Quality Transit Area (HQTa). In addition, Mitigation Measure GHG-1 requires measures to reduce the Project's long-term operational mobile GHG emissions. Therefore, the Project would be consistent with SCAG's 2016–2040 RTP/SCS as it is located within a HQTa. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040. As the Project would comply with the 2016–2040 RTP/SCS, the Project would be consistent with SB 375.
Solid Waste (4 percent of project inventory)		
California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California	State	Consistent. GHG emissions related to solid waste generation from the Project would benefit from this

<p>Integrated Waste Management Act of 1989 requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities</p> <p>AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.</p>		<p>regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation provided in Table 4.7-2 includes a 50-percent reduction in solid waste generation source emissions.</p> <p>The Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.</p>
Water (10 percent of project inventory)		
<p>CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.</p>	State	<p>Consistent. The Project will include water efficient fixtures and water efficient landscaping. Project-related GHG emissions from water related sources, provided in Table 4.7-2 accounts for compliance with water efficiency requirements.</p>
<p>Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.</p>	State	<p>Consistent. As discussed above under Title 24, the Project would meet this performance based standard.</p>
Construction (Less than 1 percent of project inventory)		
<p>CARB In-Use Off-Road Regulation: CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.</p>	CARB	<p>Consistent. The Project would use construction contractors that would comply with this regulation.</p>
<p>CARB In-Use On-Road Regulation: CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.</p>	CARB	<p>Consistent. The Project would use construction contractors that would comply with this regulation.</p>
<p>Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.</p> <p>Required measures include:</p>	CPUC, CEC, CARB	<p>Consistent. SCE is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As SCE would provide electricity service to the Project site, by 2030 the Project would use electricity consistent with the requirements of SB 350. It is assumed that SCE will receive at least 33 percent of electricity from renewable sources by year 2020 and 50 percent by the year 2030 (with a straight-line interpolation for the Project buildout</p>

<ul style="list-style-type: none"> • Increase RPS to 50 percent of retail sales by 2030. • Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. <p>Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs 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>year of 2026).</p> <p>As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.</p> <p>The Project would comply with this this action/strategy being located within the SCE service area and comply with CalGreen and Title 24 energy efficiency standards.</p>
<p>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</p> <ul style="list-style-type: none"> • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent 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 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming 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." 	<p>CARB, CalSTA, SGC, Caltrans, CEC, OPR, Local agencies</p>	<p>Consistent. The CARB approved the Advanced Clean Cars Program in 2012 which establishes an emissions control program for model year 2017 through 2025. Standards under the Advanced Clean Cars Program likely will apply to all passenger and light duty trucks used by customers, employees, and deliveries to the Project, depending on the outcome of ongoing negotiations between CARB and EPA regarding federal standards. The Program also requires auto manufacturers to produce an increasing number of zero emission vehicles in the 2018 through 2025 model years. Extension of the Advanced Clean Cars Program has not yet been adopted, but it is expected that measures will be introduced to increase GHG stringency on light duty autos and continue adding zero emission and plug in vehicles through 2030.</p> <p>CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.</p> <p>GHG emissions generated by Project-related vehicular travel would benefit from this regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions provided in Table 4.7-2 conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted.</p>
<p>Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)</p>	<p>CARB</p>	<p>Consistent. Under SB 375, the CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, the CARB established targets for</p>

		2020 and 2035 for each region. As required under SB 375, the CARB is required to update regional GHG emissions targets every 8 years, which is due to be updated in 2018. As part of the 2018 updates, the CARB has proposed a passenger vehicle related GHG reduction of 19 percent for 2035 for the SCAG region, which is more stringent than the current reduction target of 13 percent for 2035.
<p>By 2019, adjust performance measures used to select and design transportation facilities.</p> <p>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.).</p>	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, County Transportation Commission (CTC), Caltrans	Not Applicable. The Project would not involve construction of transportation facilities.
<p>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).</p>	CalSTA, Caltrans, CTC, OPR/SGC, CARB	Consistent. The Project would provide 2 EV charging stations, and comply with Mitigation Measure GHG-1 requiring ride-sharing, public transit incentives, and preferential parking programs to reduce the Project's VMT and long-term mobile GHG emissions.
<p>Implement California Sustainable Freight Action Plan:</p> <ul style="list-style-type: none"> Improve freight system efficiency. <p>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.</p>	CARB	Consistent. When adopted, this measure would apply to all trucks accessing the Logistics Facility, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
<p>Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.</p>	CARB	<p>Consistent. This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions provided in Table 4.7-2 were calculated using CalEEMod which includes implementation of the LCFS into mobile source emission factors.</p> <p>The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. The CARB has proposed an amendment to the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030.</p>
<p>Implement the Short-Lived Climate Pollutant Strategy by 2030:</p> <ul style="list-style-type: none"> 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. 50 percent reduction in black carbon emissions below 2013 levels. 	CARB, CalRecycle, CDFA, SWRCB, Local air districts	<p>Consistent. Senate Bill 605 (SB 605) was adopted in 2014 which directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.</p> <p>The Project would comply with the CARB SLCP Reduction Strategy which limits the use of hydrofluorocarbons for refrigeration uses.</p>
<p>By 2019, develop regulations and programs to support organic waste landfill reduction goals</p>	CARB, CalRecycle,	Consistent. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is

in the SLCP and SB 1383.	CDFA, SWRCB, Local air districts	responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75-percent reduction by 2025. As of March 2018, CalRecycle is currently holding workshops to review draft regulatory language. Adoption of the regulations to achieve SB 1383 targets is expected in early 2019. The Project would be consistent with AB 341 which requires not less than 50 percent of solid waste generated be source reduced through recycling, composting or diversion. Compliance with AB 341 would also help achieve the goals of SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1 st , 2021, through December 31 st , 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: <ul style="list-style-type: none">• Protect land from conversion through conservation easements and other incentives.• Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity• Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments Establish scenario projections to serve as the foundation for the Implementation Plan	CNRA and departments within, CDFA, CalEPA, CARB	Consistent. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA and departments within	Consistent. This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

Source: California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017.

As seen in **Table 4.7-3**, the project is consistent with all applicable Scoping Plan goals and generally furthers the State's goals relative to greenhouse gases. In addition, the Project would include several sustainable design features that would help reduce GHG emissions. However, as discussed in Impact 4.7-1 above, the Project's long-term operational GHG emissions would exceed SCAQMD's threshold of 10,000 MTCO₂eq despite implementation

of Mitigation Measure GHG-1, and thus, could impede California's statewide GHG reduction goals for 2030 and 2050. A significant and unavoidable impact would occur in this regard.

Mitigation Measures

Refer to Mitigation Measure GHG-1.

Level of Significance After Mitigation

Impacts would be significant and unavoidable.

CUMULATIVE IMPACT ANALYSIS

Impact 4.7-3	The project would potentially result in cumulatively significant greenhouse gases emissions.
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It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory (CAPCOA 2008). GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the SCAQMD's threshold of 10,000 MTCO₂eq despite implementation of Mitigation Measure GHG-1 and could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a significant and unavoidable cumulative GHG impact.

Mitigation Measures

Refer to Mitigation Measure GHG-1.

Level of Significance After Mitigation

Impacts would be significant and unavoidable.

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4.8 Hazards and Hazardous Materials

This section addresses potential hazards and hazardous materials impacts that may result from implementation of the Proposed Project. The following discussion addresses the existing hazards and hazardous materials conditions of the affected environment, considers relevant goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The information and analysis herein rely on the following investigations and collectively document the conditions of the Project site regarding hazards and hazardous materials:

- Phase I Environmental Site Assessment Report prepared by Partner Engineering and Science, Inc., March 2014

This investigation included on-site field surveys, research, and literature review; also see [Appendix F](#).

4.8.1 Existing Conditions

Existing Physical Conditions

The Project Area is currently occupied by eight single-family dwellings for residential use and associated vacant unimproved land. In addition to the existing dwellings, the site is improved with paved parking areas and associated landscaping. The immediately surrounding properties consist of gas stations and fast-food establishments to the north, Duncan Canyon to the north and west across Lytle Creek Road, and I-15 to the east and south, with undeveloped land beyond. According to information obtained from the US Geological Survey (USGS) National Water Information System online mapping database and topographic map interpretation, the depth and direction of groundwater in the vicinity of the subject property is inferred to be approximately 131 feet below ground surface (bgs), with flow toward the southwest.

Hazardous Materials and Waste Defined

Hazardous materials, as defined by California Health and Safety Code Sections 25501(n) and 25501(o), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed of, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties: (1) toxic (causes human health effects); (2) ignitable (has the ability to burn); (3) corrosive (causes severe burns or damage to materials); or (4) reactive (causes explosions or generates toxic gases).

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. When improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the environment through the soil or groundwater, or via airborne releases in the form of vapors, fumes, or dust. Contaminated soil and groundwater containing concentrations of hazardous constituents that exceed regulatory thresholds must be handled and disposed of as hazardous waste when excavated or pumped. The California

Code of Regulations, Title 22, Sections 66261.20–66261.24 contain technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Site History

The Project Area was formerly utilized for agricultural uses, with four of the eight dwellings constructed between 1930 and 1965. The site has been developed in its current configuration since 1966.

Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) is a report prepared for a project site that identifies existing and potential environmental contamination liabilities. The analysis in a Phase I ESA typically addresses both the underlying land and the physical improvements to the property and includes examination of potential soil contamination, groundwater quality, surface water quality, and indoor air quality. The examination of a site may include a survey of past uses of the property, definition of any chemical residues in structures, identification of possible asbestos-containing materials (ACMs) and lead-based paint (LBP), inventory of hazardous substances stored or used on the site, assessment of mold and mildew, and evaluation of other indoor air quality parameters. The Phase I ESA is generally considered the first step in the process of environmental due diligence and does not include sampling of soil, air, groundwater, or building materials.

The objective of a Phase I ESA is to evaluate whether recognized environmental conditions (RECs) are present at a property. RECs are defined in ASTM International E1527-13 as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” According to the ASTM Phase I ESA standard, the term *recognized environmental condition* is not intended to include de minimis conditions (minor things) that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government authorities.

If the Phase I ESA determines that a site may be contaminated, a Phase II Environmental Site Assessment may be conducted. A Phase II ESA is a more invasive and detailed investigation involving chemical analysis for hazardous substances and/or petroleum hydrocarbons and may include recommendations for remediation of the site, if necessary.

A Phase I ESA was prepared for the majority of the Project Area in March 2014, inclusive of the Logistics Site. The results of the regulatory records search, user-provided information and interviews, and site reconnaissance that were conducted as part of the Phase I ESA are summarized below. No changes in the uses on the Project Area have occurred since 2014 when the Phase I ESA was completed.

Regulatory Records Search

No records regarding hazardous substance use, storage or releases, or the presence of underground storage tanks (USTs) and authorized use lists (AULs) in the Project Area were on file with either the Santa Ana Regional Water Quality Control Board (RWQCB) or the California Department of Toxic Substances Control (DTSC).

The Project Area was not identified within the standard radius database search of federal, state, local, and proprietary records that was conducted using Environmental Data Resources (EDR), Inc. Additionally, no sites of concern were identified, and orphan listings that were identified are not expected to be sites of concern.

Five adjacent properties, described in **Table 4.8-1**, Regulatory Database Search Summary, were identified as Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG), UST, San Bernardino County Permit, and EDR US Historic Auto Station sites in the regulatory database report.

Table 4.8-1: Regulatory Database Search Summary

Name/Location	Direction from Site, Distance	Database	REC? Yes or No
Shell Service Station at 3864 Sierra Avenue	Northeast (0.080 miles)	San Bernardino County Permit listings are for an active hazmat handler, UST ownership/operating permits, and a waste incidental UST operation only permit. An associated RCRA-SQG listing for benzene is reported with no violations found. This site was also listed as an EDR US Historic Auto Station between 2003 and 2012. No other information or indications of violations or releases were provided in the regulatory database.	No
Shell Service Station at 3740 Sierra Avenue	Northeast (0.008 miles)	Listed as an EDR US Historic Auto Station and UST site registered with San Bernardino County. No other information or indications of violations were provided in the regulatory database.	No
Sierra Fontana Investment at 3892 Sierra Avenue	Northeast (0.069 miles)	San Bernardino County Permit listings are for an active hazmat handler, UST ownership/operating permits, and a waste incidental UST operation only permit. The USTs are identified as registered with San Bernardino County. This site was also listed as an EDR US Historic Auto Station between 2000 and 2009. No other information or indications of violations or releases were provided in the regulatory database.	No

Rocco's Korner/Star Rt Ave #1 at 3740 Sierra Avenue	Northeast (0.008 miles)	San Bernardino County Permit listings are for an active hazmat handler, UST ownership/operating permits, and a waste incidental UST operation only permit. The USTs are identified as three 10,000-gallon fuel tanks registered with San Bernardino County. This site was also listed as an EDR US Historic Auto Station between 2009 and 2012. No other information or indications of violations or releases were provided in the regulatory database.	No
McDonalds/Chevron at 3870 Sierra Avenue	Northeast (0.071 miles)	San Bernardino County Permit listings are for an active hazmat handler, UST ownership/operating permits, and a waste incidental UST operation only permit. No other information or indications of violations or releases were provided in the regulatory database.	No

Source: Partner Engineering and Science 2014

Site Reconnaissance

According to the Phase I ESA, no potential environmental concerns were identified during the site reconnaissance. Solid waste generated at the site is disposed of in commercial dumpsters located throughout the site, and an independent solid waste disposal contractor removes solid waste from the site. Stormwater is removed from the site primarily by sheet flow action across the paved surfaces and penetrates the soil through the unpaved surfaces. No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located on the site, and no drywells were identified. In addition, no aboveground evidence of wells or cisterns was observed.

Sanitary discharges and domestic wastewater generated by the existing residences on the site are disposed of by means of septic systems. According to the Fontana Public Works Department, the site is currently not connected to the City's sewer system.

No hazardous substances or petroleum products were observed on-site, and no evidence of current or former aboveground storage tanks (ASTs) or USTs was observed. No spills, stains, or other indications that a surficial release has occurred on the site were observed. No potential polychlorinated biphenyl (PCB)-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) was in evidence. No drains, sumps, or clarifiers, other than those associated with stormwater removal, were observed on the site, nor were any pits, ponds, lagoons, or pools of liquid.

The existing on-site buildings were constructed in 1925, 1945, 1957, 1963, and 1965. Access was not provided for the buildings at the time of the site reconnaissance. Therefore, an evaluation of ACMs and LBP was not completed.

4.8.2 Regulatory Framework

Federal

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires infrastructure at the state or local level to plan for emergencies resulting from potential release of chemical materials. Any documented information pertaining to a specific release at a site is required to be made publicly available so that interested parties may become informed about potentially dangerous chemicals released in their community. Sections 301 through 312 of the Act are administered by the US Environmental Protection Agency's (EPA) Office of Emergency Management.

Hazardous Materials Transportation Act

Under Title 49 of the Code of Federal Regulations (CFR), the US Department of Transportation is responsible for regulating the transport of hazardous materials. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) are primarily responsible for enforcing federal and state regulations pertaining to such activities and for responding to any related emergencies. These agencies are also responsible for necessary permitting for the transport of hazardous materials.

Toxic Substances Control Act

The Toxic Substances Control Act phased out the use of asbestos and asbestos-containing materials in new building materials. The Act identifies requirements for the use, handling, and disposal of asbestos-containing materials. Additionally, Section 402(a)(1) of the act establishes disposal standards for lead-based paint.

Resource Conservation and Recovery Act (as Amended by the Hazardous and Solid Waste Amendments of 1984)

The Resource Conservation and Recovery Act (RCRA) generally communicates federal laws pertaining to hazardous waste management and establishes a “cradle-to-grave” approach to the regulation of hazardous wastes. The RCRA requires any entity generating hazardous waste to identify and track such substances from generation to recycling, reuse, or disposal. The California Department of Toxic Substances Control implements the RCRA program in combination with other state hazardous waste laws, collectively known as the Hazardous Waste Control Law.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA “umbrella” to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA and the State Water Resources Control Board (SWRCB) establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

California Fire Code

The California Fire Code, which is updated every three years, is included in California Code of Regulations Title 24, Chapter 9 and was created by the California Building Standards Commission. Based on the International Fire Code, the California Fire Code serves as the primary means for authorizing and enforcing procedures and methods to ensure the safe handling and storage of hazardous substances that pose potential public health and safety hazards. The code regulates the use, handling, and storage requirements for hazardous materials at certain facilities. The California Fire Code and the California Building Code apply a classification system in identifying appropriate protective measures relative to fire protection and public safety. Such measures may include identification and use of proper construction standards, setbacks from property lines, and/or installation of specialized equipment.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for structural standards (similar to those identified in the California Building Code), fire protection and public notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise structures and childcare facilities, and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions in California.

Government Code Section 65962.5(a), Cortese List

As required by Government Code Section 65962.5, CalEPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List, which is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the list.

The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste (DTSC 2017).

Strategic Fire Plan for California

The 2010 Strategic Fire Plan was prepared by the California Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection (Cal Fire) for the purpose of statewide fire protection. The plan is aimed at improving the availability and application of data on fire hazards and risk assessment; land use planning relative to fire prevention and safety; facilitating cooperation and planning between communities and the multiple fire protection jurisdictions, including county- and community-based wildfire protection plans; establishing fire resistance in assets at risk; shared visioning among multiple fire protection jurisdictions and agencies; assessment of levels of fire suppression and related services; and appropriate recovery efforts following a fire.

Federal/State Occupational Safety and Health Act

Federal and state Occupational Safety and Health Act (OSHA) laws provide for the education of handlers of hazardous materials, employee notification for those working with or in proximity to hazardous materials, acquisition of product safety data sheets and manufacturing data for proper use and handling of hazardous materials, and remediation training for employees for accidental release of hazardous materials. OSHA requires preparation of an Injury and Illness Prevention Program, which outlines measures to ensure employee safety such as inspections, how to address unsafe conditions, employee training, and communication protocols

Local

San Bernardino County Fire Department

The San Bernardino County Fire Department (SBCFD), Hazardous Materials Division, is the Certified Unified Program Agency (CUPA) for San Bernardino County. The SBCFD issues permits to and conducts inspections of businesses that use, store, or handle substantial quantities of hazardous materials and/or waste. The CUPA is charged with the responsibility of conducting compliance inspections for over 7,000 regulated facilities in San Bernardino County. These facilities handle hazardous material, generate or treat hazardous waste, and/or operate an underground storage tank. The CUPA provides a comprehensive environmental management approach to resolve environmental issues. It uses education and enforcement procedures to minimize the potential risk to human health and the environment, while promoting fair business practices. As a CUPA, the SBCFD manages six hazardous material and hazardous waste programs. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout the county.

San Bernardino County General Plan

The County's 2007 General Plan includes policies and programs that are intended to address hazards to the public and environment and guide future development in a way that lessens impacts. For instance, the General Plan requires the application of program review and permitting procedures for proposed land uses potentially introducing hazardous substances, as well as the inspection of hazardous material handlers and hazardous waste generators.

San Bernardino County Code

Title 2, Division 3, Fire Protection and Explosives and Hazardous Materials

Chapter 6, Permits, Inspections and Hearing Procedures for Hazardous Materials, prohibits any person or business subject to the requirements of the CUPA Permit Program Elements, from generating, producing, storing, treating, or other handling of hazardous materials or hazardous waste without getting the proper operation permitting and paying the appropriate fees.

Chapter 7, CUPA Permit Elements for Hazardous Materials, defines the types of facilities, activities, and operations that are subject to these fees and permit requirements.

Title 8, Division 2, Land Use Zoning Districts and Allowed Land Uses

Chapter 82.13, Fire Safety (FS) Overlay, of the Development Code was created to provide greater public safety in areas prone to wildland brush fires by establishing additional development standards for these areas.

Chapter 82.16, Hazardous Waste (HW) Overlay, ensures that hazardous waste facilities are sited in areas that protect public health, safety, welfare, and the environment by buffering hazardous waste facilities so that incompatible uses are not permitted to be developed in the vicinity.

Title 8, Division 4, Standards for Specific Land Uses and Activities

Chapter 84.11, Hazardous Waste Facilities, of the Development Code includes provisions that apply to hazardous waste facilities where allowed in compliance with Chapter 82.16 described above. The chapter states that an approved Special Use Permit is required for the establishment of a hazardous waste facility. The permit's purpose is to evaluate the operation and monitoring plan of the facility; ensure the facility has adequate measures for monitoring ongoing impacts to air quality, groundwater, and environmentally sensitive resources; evaluate the types and quantities of wastes that will be treated or disposed of at the facility; and require periodic inspections of the facility to ensure conditions of approval are implemented and monitored.

City of Fontana General Plan

The City's General Plan Update 2015-2035 Noise and Safety Element contains the following goals, policies, and actions that address hazards and hazardous materials and are applicable to the Project:

Goal 3 The City of Fontana is a community that implements proactive fire hazard abatement strategies, and as a result, is minimally impacted by wildland and urban fires.

Action B Require residential, commercial, and industrial structures to adhere to applicable fire codes for buildings and structures, fire access, and other

standards in accordance with Fire Hazard Overlay District, California Fire Code, and City of Fontana Municipal Code, encourage of retrofit of non-conforming land uses.

Action D Require adherence to fuel modification and defensible space requirements to reduce wildfire hazards; work with CAL FIRE to coordinate fuel breaks in very high fire severity zones.

Action E Ensure compliance with the Subdivision Map Act requirements for structural fire protection and suppression services, subdivision requirements for on/off-site improvements, ingress and egress, street standards, and other concerns.

City of Fontana Local Hazard Mitigation Plan

The City's FEMA-approved *Local Hazard Mitigation Plan* (LHMP) (August 2017) provides natural hazard profiles which describe each hazard that is considered to pose a risk to the City; a risk assessment which measures the potential impact to life, property and economic impacts resulting from the identified hazards; a vulnerability assessment which includes an inventory of the numbers and types of buildings and their tabulated values that are subject to the identified hazards; and mitigation goals, objectives and actions relative to each hazard.

The City developed the LHMP in coordination with an internal/external planning team including representatives from city departments, external stakeholders/agencies, and the general public. As required by the Department of Homeland Security's Federal Emergency Management Agency (DHS-FEMA), all LHMPs must be updated, adopted, and approved every five years in order to validate and incorporate new information into the plan and identify progress that has been made since the last approval of the plan. The City's current 2017 LHMP is an update to its' previously-adopted 2012 LHMP.

4.8.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact relative to hazards and hazardous materials if it would do any of the following:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Refer to Section 5.0, Effects Found Not To Be Significant)

4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. (Refer to Section 5.0)
5. 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, result in a safety hazard or excessive noise for people residing or working in the project area. (Refer to Section 5.0)
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (Refer to Section 4.16, Wildfire Hazards).

4.8.4 Impact Analysis and Mitigation Measures

HAZARDOUS SUBSTANCE HANDLING

Impact 4.8-1	The project would potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
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Short-Term Impacts

Development of the Logistics Site would result in development of industrial logistics uses and associated facilities. During construction, hazardous and potentially hazardous materials would be routinely transported, and used at the site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by City of Fontana during routine inspections during construction activities. This handling of hazardous materials would be a temporary activity coinciding with the short-term construction period. Any handling of hazardous materials would be limited in both quantity and concentration. Hazardous materials associated with operation and maintenance of construction equipment and vehicles may be stored on the site, although only the amounts needed are expected to be kept on-site; excessive amounts are not expected to be stored.

Removal and disposal of hazardous materials from the Logistics Site would be conducted by a permitted and licensed service provider. Any handling, transporting, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the EPA, the Resource Conservation and Recovery Act, Caltrans, and the Fontana Fire Protection District (FFPD), which is part of the SBCFD (the CUPA for San Bernardino County). Therefore, short-term construction impacts associated with hazardous materials would be less than significant.

Long-Term Impacts

During operation of the Logistics Site, hazardous materials may be transported and used on-site. However, logistics uses associated with the Proposed Project typically do not generate, store, or dispose of large quantities of hazardous materials. In addition, such land uses generally do not involve dangerous or volatile operational activity that may expose people to large quantities of hazardous materials. Because of the nature of the Proposed Project, hazardous materials used on the Logistics Site may vary but are likely to be limited to fertilizers, herbicides, pesticides, lubricants, solvents, cleaning agents, and similar materials used for daily operation and maintenance activities. Although the Proposed Project would utilize common types of hazardous materials, normal routine use of these products pursuant to existing regulations would not result in a significant hazard to residents or workers in the vicinity of the project.

The SBCFD Hazardous Materials Division regulates and enforces the provisions of the Uniform Fire Code relating to hazardous materials, including the use and storage of hazardous materials that are ignitable, reactive, corrosive, or toxic. Businesses using such materials are subject to permitting and inspection. In addition, a permit from the FFPD, which is part of the SBCFD, is required for aboveground storage tanks, for propane tanks having more than a 125-gallon capacity, and for the installation or removal of USTs. The County currently requires any new business that intends to handle hazardous materials to inventory their hazardous materials and requires them to allow SBCFD to review their hazardous materials processes and procedures, prior to the execution of various required business permits. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the SBCFD and the state Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan that would provide a written set of procedures and information created to help minimize the effects and extent of a potential release of a hazardous material. Businesses that use or store hazardous materials in excess of exempt amounts as defined by the Uniform Fire Code are also subject to County review and approval of additional permits.

Compliance with these provisions ensures that new projects would not pose a risk to either the environment or the public. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

HAZARDOUS SUBSTANCE RELEASE

Impact 4.8-2	The project would potentially create a significant hazard to the public or the environment through foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
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The Logistics Site was historically used for agricultural purposes. There is the potential that pesticides, herbicides, and fertilizers were used on-site. According to the Phase I ESA conducted for the Proposed Project, it is likely that potential concentrations of these chemicals have degraded over time, as the site has not been used for agricultural purposes for approximately 60 years. This condition is not considered to be a REC. The Phase I ESA included in its recommendations that, if redevelopment of the site is planned for residential use, the Project proponent should contact the City of Fontana Community Development Department to determine whether sampling relating to the former agricultural use of the site is required. However, the Proposed Project involves the development of a logistics warehouse building and annexation of parcels into the City's sphere of influence. No residences are proposed for construction as a part of the Proposed Project. Any future residential development associated with those parcels would be subject to environmental review and all applicable local, state, and federal regulatory requirements in place for hazardous materials.

Asbestos-Containing Materials

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. OSHA Regulation 29 CFR 1926.1101 requires certain construction materials to be presumed to contain asbestos for purposes of this regulation. All thermal system insulation, surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and which have not been appropriately tested are "presumed asbestos-containing material" (PACM).

The existing buildings on the Logistics Site were constructed in 1925, 1945, 1957, 1963, and 1965. As such, due to the age of these structures, the potential exists for the presence of ACMs. While not identified as a REC in the Phase I ESA prepared for the Proposed Project, the presence of ACMs on the Logistics Site would constitute a potentially significant impact. Mitigation Measure HAZ-1 would require testing of any materials suspected to contain ACMs and remediation of any such materials. With implementation of Mitigation Measure HAZ-1, significant impacts with respect to ACMs would be reduced to a less than significant level.

Lead-Based Paint

Lead is a highly toxic metal that affects virtually every system of the body. LBP is defined as any paint, varnish, stain, or other applied coating that has 1 mg/cm² (or 5,000 ug/g or 0.5 percent by weight) or more of lead. Congress passed the Residential Lead-Based Paint Hazard Reduction Act of 1992, also known as Title X, to protect families from exposure to lead from paint, dust, and soil. Under Section 1017 of Title X, intact LBP on most walls and ceilings is not considered a hazard, although the condition of the paint should be monitored and maintained to ensure it does not become deteriorated. Further, Section 1018 of this law

directed the US Department of Housing and Urban Development (HUD) and the EPA to require the disclosure of known information on LBP and LBP hazards before the sale or lease of most housing built before 1978.

Based on the age of the existing buildings on the Logistics Site (pre-1978), there is a potential that LBP is present. While not identified as a REC in the Phase I ESA prepared for the Proposed Project, the presence of LBPs on the site would constitute a potentially significant impact. Mitigation Measure HAZ-2 would require testing of any materials suspect for LBPs and remediation of any such materials. With implementation of Mitigation Measure HAZ-2, significant impacts related to the potential presence of LBPs would be reduced to a less than significant level.

Mitigation Measures

- HAZ-1 Prior to any renovation or demolition or building permit approval, an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector shall conduct an asbestos survey to determine the presence or absence of asbestos containing-materials (ACMs). If the asbestos survey reveals ACMs, asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403 prior to any activities that would disturb ACMs or create an airborne asbestos hazard.
- HAZ-2 If paint is to be chemically or physically separated from building materials during structure demolition, the paint shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified lead specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.

Level of Significance After Mitigation

Impacts would be less than significant with mitigation.

EMERGENCY RESPONSE

Impact 4.8-3 The project would potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Project Area and surrounding area have access to several fully improved roadways, including I-15, which provide full emergency access to the site. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with the construction

TMP to facilitate the passage of persons and vehicles through/around any required road closures (refer to Mitigation Measure TR-1). Additionally, the proposed project design would be submitted to and approved by the Fontana Police Department and San Bernardino County Fire Department prior the issuance of building permits. The conceptual project design would provide two main access points from opposite ends of Lytle Creek Road to the Logistics Site, which would comply with fire and emergency access standards. As a result, development of the site would have a less than significant impact related to emergency response or evacuation activities.

The Project's proposed realignment and reclassification of Lytle Creek Road would also not interfere with any emergency response or evacuation plan. Urban Crossroad's prior 2015 assessment of the reclassification concluded that no capacity issues would result. Moreover, Lytle Creek Road is not significantly utilized by existing traffic, as it is located away from significant development. With the Project, it will continue to function appropriately to serve all traffic.

The City and its sphere of influence, including the Logistics Site, are currently covered under the City's Local Hazard Mitigation Plan (LHMP) and Emergency Operations Plan (EOP). The LHMP identifies mitigation actions to reduce impacts associated with hazards and hazardous materials, and the EOP is updated regularly to ensure a high state of readiness when such emergencies occur in the community. Additionally, to ensure compliance with zoning, building, and fire codes, the Project proponent is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements would ensure that development of the site would not have a significant impact on emergency response and evacuation plans. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

CUMULATIVE IMPACTS

Impact 4.8-4 The project would potentially result in cumulative impacts to Hazards and Hazardous Materials.

Cumulative projects that would have the potential to be considered in a cumulative context with the Proposed Projects' incremental contribution, and that are included in the analysis of cumulative impacts relative to hazards and hazardous materials, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, of this Draft EIR.

As discussed above, the individual project-level impacts associated with hazards and hazardous materials were found to be less than significant with the incorporation of mitigation measures. The Proposed Project would be required by law to comply with all applicable federal, state,

and local requirements related to the handling, transport, use, and disposal of hazardous materials in order to prevent accident conditions. Other related cumulative projects would similarly be required to comply with all such requirements and regulations, and consistent with the provisions set forth by CEQA and the CEQA Guidelines, would be obligated to implement all feasible mitigation measures should a significant project-related and/or cumulative impact be identified.

In addition, because hazards and hazardous materials exposure is generally localized and development activities associated with the other related projects may not coincide with the Proposed Project, this could preclude the possibility of cumulative exposure. Because all future public or private development projects in the City and its sphere of influence would be subject to independent environmental reviews on a case-by-case basis and would be required to implement mitigation to offset all potentially significant impacts relative to hazards and hazardous materials, cumulative impacts are not anticipated.

Mitigation Measures

Mitigation Measures HAZ-1 through HAZ-2.

Level of Significance After Mitigation

Impacts would be less than significant.

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4.9 Hydrology and Water Quality

This section addresses potential hydrology and water quality impacts that may result from implementation of the Proposed Project. The following discussion addresses the existing hydrological conditions of the affected environment, considers relevant goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The information and analysis herein rely on the following technical studies:

- *Delineation of State and Federal Jurisdictional Waters*, Michael Baker International, 2017; and
- *Water Quality Management Plan (WQMP)*, Otte-Berkeley Groupe, 2018.

These documents have been included in **Appendix C** and **Appendix G** of this document, respectively.

4.9.1 Existing Conditions

Regional Setting

The Project site is in unincorporated San Bernardino County just north of Interstate 15 (I-15), south of Sierra Avenue, generally east of Lytle Creek Road, and in the northern portion of the City of Fontana's sphere of influence. More specifically, the Project site is located at the base of the lower slopes of the San Gabriel Mountains and the San Bernardino National Forest to the northwest. Refer to **Exhibit 3.0-1, Regional Vicinity**, and **Exhibit 3.0-2, Project Vicinity**.

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

Regional Hydrology

The Project Area is located in the Santa Ana River watershed. The watershed is located south and east of Los Angeles and includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded on the south by the Santa Margarita watershed, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. The entire Santa Ana River watershed is divided into smaller specific watersheds. This watershed is in an arid region and therefore has

little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed, primarily in the San Bernardino and San Gabriel mountains. This upper zone has the highest gradient and soils and geology that do not allow large quantities of percolation of surface water into the ground. A variety of downstream water storage reservoirs (Lake Perris, Lake Mathews, and Big Bear Lake) and flood control areas (Prado Dam area and Seven Oaks Dam area) have been created to hold surface water.

The Santa Ana River watershed is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Existing Site Drainage

The Project Area's existing on-site surface elevation ranges from approximately 1,850 to 2,030 feet above mean sea level and generally slopes to the southwest. The Logistics Site is relatively flat, with no areas of significant topographic relief. According to the WQMP prepared for the Project, there is one approximately 2,867,994 square foot drainage management area (DMA) on the Logistics Site (DMAs are portions of a site that drain to the same conveyance facility). Runoff from this area flows via a storm drain to the existing drainage infrastructure. The existing impervious area on-site is approximately 10,000 square feet. Approximately 50 percent of the site currently comprises pervious area. The WQMP identifies the receiving waters as Lytle Creek to the Santa Ana River. No environmentally sensitive areas or unlined downstream water bodies were identified, nor were any hydrologic conditions of concern identified with respect to the Proposed Project site.

Existing Floodplain

Based on Federal Emergency Management Agency (FEMA) (2008) Flood Insurance Rate Map No. 06071C7915H, the Project site is not in any flood zones.

Urban Runoff Characteristics

The WQMP identifies potential categories of stormwater pollutants anticipated for the Proposed Project based on its proposed land use and site activities. Receiving waters can assimilate some quantity of runoff constituents. There are thresholds, however, beyond which the measured constituents become a pollutant and result in a significant impact. Potential stormwater pollutants are described below.

Pathogens (Bacteria): Almost without exception, bacteria levels in undiluted urban runoff exceed public health standards for recreation involving water contact. Studies have determined that total coliform bacteria counts exceed US Environmental Protection Agency (EPA) water quality standards at almost every site examined and after almost every rainfall event. The coliform bacteria detected may not be a health risk in themselves, but they are often associated with human pathogens. Pathogens are identified as an impairment to Santa Ana River Reach 3.

Nutrients: Particular nutrients can cause significant impacts to surface water quality, especially phosphorous and nitrogen, which can generate algal blooms and excessive vegetative growth.

Of the two, phosphorus tends to be the limiting nutrient that generates the growth of algae in lakes or other non-moving water bodies. The orthophosphorous form of phosphorus is a widely available nutrient for plant growth.

Severe effects on surface water quality are also caused by the ammonium form of nitrogen. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes large amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic.

In general, nutrient export primarily results from development sites with large impervious areas. Other problems resulting from excess nutrients include surface algal scums, water discolorations, odors, toxic releases, and overgrowth of plants. Common measures of nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen, nitrate, ammonia, total phosphate, and total organic carbon.

Sediment: Sediment is defined as tiny soil particles that are washed or blown by wind into surface waters. It is typically the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy (i.e., be turbid). The fine sediment particles can also act as a transport vehicle for other pollutants, including nutrients, trace metals, and hydrocarbons. The largest source of sediment in urban areas is construction sites; an additional source is stream bank erosion, which may be accelerated by increases in peak flow rates and volumes of runoff due to urbanization.

Trace Metals: Trace metals are primarily of concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. A shorter duration of exposure to a trace metal reduces its toxicity in the aquatic environment. The receiving water's hardness also dictates the toxicity of the trace metal in runoff. Thus, as total hardness increases, so does the potential for adverse effects. Metals typical of urban runoff are lead, zinc, and copper. Major sources of lead in urban areas are automobile emissions and tire tread wear associated with driving. A large fraction of the trace metals in urban runoff is attached to sediment. Sediment effectively reduces the level of trace metals that is immediately available for biological uptake and subsequent bioaccumulation (metals attached to sediment settle out rapidly and accumulate in the soils). Urban runoff events typically have a short duration, which reduces the length of exposure and the toxicity in the aquatic environment.

Oils and Grease: Oils and grease contain a wide variety of hydrocarbons, some of which can be toxic to aquatic life even in low concentrations. These materials initially float to the surface and create a rainbow-colored film. Hydrocarbons are quickly absorbed by sediment. Hydrocarbons in urban runoff are generally the result of leakage from crankcase oil and other lubricating agents from automobiles onto impervious surfaces. Runoff from parking lots, roads, and service stations contains the highest levels of hydrocarbon levels, while residential land uses tend to generate lower levels of hydrocarbons. However, illegal disposal of waste oil into stormwater can be a local problem in residential areas.

Trash and Debris: General waste from humans or animals can include non-biodegradable litter (e.g., paper, plastic, polystyrene packaging foam, aluminum) and biodegradable organic matter (e.g., grass clippings, food waste, leaves).

Pesticides and Herbicides: Pesticides and herbicides are generally released into urban runoff from urban landscapes during storm events.

Organic Compounds: Organic compounds can be detected in urban runoff associated with waste handling areas and vehicle or landscape maintenance areas.

Monitoring and Evaluating Water Quality

Standard parameters are used to evaluate stormwater quality and measure stormwater impairment. The quantity of a material in the environment and its characteristics determine the degree of availability of pollutants in surface runoff. In urbanized areas, the quantity of certain pollutants in the environment is typically a function of the land use's intensity. For instance, a high density of automobile traffic increases the availability of a variety of potential pollutants (e.g., lead and hydrocarbons). The availability of a material, such as a fertilizer, is a function of the quantity and manner in which it is applied. For example, the application of fertilizers in excess leaves a surplus of nutrients subject to loss from surface water runoff or infiltration into underlying groundwater supplies.

The physical properties and chemical constituents of water typically serve as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for stormwater comprise a long list and are classified in a variety of ways. In many cases, the concentration of an urban pollutant, rather than the annual load of that pollutant, is needed to assess a water quality problem. Some of the physical, chemical, or biological characteristics used to evaluate the quality of surface runoff are discussed below.

Dissolved Oxygen: Dissolved oxygen in water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The dissolved oxygen concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. Dissolved oxygen is a transient property that can fluctuate rapidly in time and space. Dissolved oxygen represents the water system's status at a particular point and time of sampling. The decomposition of organic debris in water is a slow process, and the resulting changes in oxygen status respond slowly. Oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

Chemical Oxygen Demand: The chemical oxygen demand is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with biochemical oxygen demand. However, chemical oxygen demand is not necessarily a good index of oxygen-demanding properties in natural waters.

Total Dissolved Solids: Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. Total dissolved solids are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on total dissolved solids.

pH: The pH of water is the negative log, base 10, of the hydrogen ion activity. A pH of 7 is neutral, a pH greater than 7 indicates alkaline water, and a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life and generally toxic limits are pH values less than 4.8 and greater than 9.2.

Specific Conductance: The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of specific conductance can be used to develop a correlation between specific conductivity and TDS. Specific conductivities in excess of 2,000 microohms per centimeter indicate a TDS level too high, and therefore harmful, for most freshwater fish.

Turbidity: The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate. Turbidity is an indicator of the water's property that causes light to become scattered or absorbed. Suspended clays and other organic particles cause turbidity. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

Nitrogen (N): Sources of nitrogen in stormwater are from the addition of chemicals or organic matter to water bodies. The principal water quality criteria for nitrogen focus on nitrate and ammonia, which are both important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 milligrams per liter of nitrate-nitrogen is needed to allow for algal blooms. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants.

Existing Water Quality

The County of San Bernardino has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide

Urban Stormwater Runoff Management Program to comply with the MS4 Permit requirements.

4.9.2 Regulatory Framework

Federal

Federal Emergency Management Agency – National Flood Insurance Program

FEMA, a formerly independent agency that became part of the Department of Homeland Security in March 2003, is tasked with responding to, planning for, recovering from, and mitigating against disasters. Formed in 1979 to merge many of the federal government's separate disaster-related responsibilities into one agency, FEMA is responsible for coordinating the federal response to floods, earthquakes, hurricanes, and other natural or man-made disasters and providing disaster assistance to states, communities, and individuals. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program (NFIP) and other programs that provide assistance for mitigating damage from natural hazards.

Established in 1968 with the passage of the National Flood Insurance Act, the NFIP is a federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for state and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the federal government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the federal government will make flood insurance available in the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods.

Clean Water Act

The Clean Water Act is the principal federal law that addresses water quality. The act's primary objectives are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters "fishable" and "swimmable." The implementation plan for these objectives includes the regulation of pollutant discharges to surface water, financial assistance for public wastewater treatment systems, technology development, and non-point source pollution prevention programs. The Clean Water Act also establishes that states adopt water quality standards to protect public health or welfare and to enhance the quality of water. The use and value of state waters for public water supplies, propagation of fish and wildlife, recreation, agriculture, industrial purposes, and navigation must also be considered by the states.

Section 402 of the Clean Water Act requires persons who discharge into waters of the United States to meet stringent standards under the NPDES program, which is administered by the EPA and by states with delegated programs. The NPDES program applies to point source discharges, as well as to non-point sources such as surface runoff from a site during or following a storm. However, the NPDES program in Section 402 applies only to discharges into waters of the United States. Surface water quality in California is the responsibility of the

State Water Resources Control Board (SWRCB) through its nine Regional Water Quality Control Boards, water supply and wastewater treatment agencies, and city and county governments. The RWQCB's principal means of enforcement is through the development, adoption, and issuance of water discharge permits.

Pursuant to requirements of the State Water Resources Control Board, NPDES General Construction Permit No. CAS5000002 applies to statewide construction activities including clearing, grading, or excavation that results in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater. In most cases, the NPDES permit program is administered by authorized states. In California, these programs are administered by the State Water Resources Control Board and by the nine RWQCBs that issue National Pollutant Discharge Elimination System permits and enforce regulations in their respective regions. A requirement of the State General Construction Activity NPDES permit is the preparation of a stormwater pollution prevention plan (SWPPP). The SWPPP must identify and implement best management practices (BMPs) to reduce impacts to surface water from contaminated stormwater discharges during the construction of the proposed action. Required elements of a SWPPP include the following:

- Site description addressing the elements and characteristics specific to the site;
- Descriptions of BMPs for erosion and sediment controls;
- BMPs for waste handling and disposal;
- Implementation of approved local plans;
- Proposed post-construction control requirements; and
- Non-stormwater management.

Additionally, Clean Water Act Section 303 requires that the state adopt water quality standards for surface waters. Section 303(d) specifically requires the state to develop a list of impaired water bodies and subsequent numeric total maximum daily loads (TMDLs) for whichever constituents impair a particular water body. These constituents include inorganic and organic chemical compounds, metals, sediment, and biological agents. The EPA approved a revised list of impaired waters pursuant to Section 303(d) in July 2003.

California Toxics Rule

The California Toxics Rule is a federal regulation issued by the EPA with water quality criteria for potentially toxic constituents in receiving waters with human health or aquatic life designated uses in California. Criteria are applicable to the receiving water body and therefore must be calculated based on the receiving waters' probable hardness values for evaluation of acute (and chronic) toxicity criteria. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to be complexed (bound with) components in the water column. This in turn reduces these metals' bioavailability and resulting potential toxicity.

Because of the intermittent nature of stormwater runoff, especially in Southern California, the acute criteria are considered to be more applicable to stormwater conditions than the chronic criteria and therefore are used in assessing impacts. The acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time without deleterious effects; the chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (four days) without deleterious effects.

State

California Water Code

The California Water Code is the principal state law regulating water quality in the state. Other state codes contain water quality provisions requiring compliance as they relate to specific activities. The California Water Code regulates water and its uses. Division 7 of the California Water Code, also known as the Porter-Cologne Water Quality Control Act, establishes a program to protect water quality and beneficial uses of the state water resources and includes both ground and surface waters. The SWRCB and the Regional Water Quality Control Boards are the principal state agencies responsible for control of water quality. They establish waste discharge requirements, oversee water quality control and monitoring, enforce discharge permits, and set groundwater and surface water quality objectives. They also prevent the waste and unreasonable use of water and adjudicate water rights.

Senate Bill 610

According to Senate Bill (SB) 610, a project's public water supplier must prepare and approve a water supply assessment that contains the three parts described below (if SB 610's minimum threshold for water demand is triggered):

1. Existing and anticipated water supply entitlements, water rights and water service contracts, must be explicitly identified, as demonstrated by contracts, capital improvement plans, and applicable permits.
2. If no water has been received by the source identified to supply the development, other competing purveyors that receive from the new source must be identified.
3. If groundwater is a proposed supply, factors such as adjudicated rights, groundwater management practices, and historical pumping must be presented to establish the resource's proper use.

Regional

Porter-Cologne Water Quality Control Act

Responsibility for the protection of water quality in California rests with the SWRCB and the nine RWQCBs. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The Project site is in jurisdiction of the Santa Ana RWQCB (Region 8),

which implements a number of federal and state laws, the most important of which are the Porter-Cologne Water Quality Control Act and the federal Clean Water Act.

Water Quality Control Plans

Each of the nine RWQCBs adopts a Water Quality Control Plan, or Basin Plan, which recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's groundwater and surface waters, and local water quality conditions and problems. Water quality problems in the region are listed in the Basin Plans, along with the causes, where they are known. Each RWQCB sets water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of nuisance, with the understanding that water quality can be changed somewhat without unreasonably affecting beneficial uses. The Project Area is covered under the Water Quality Control Plan for the Santa Ana River Basin.

Regional Water Quality Control Board Permitting Programs

The Santa Ana RWQCB develops regulations and enforces state policies that protect state waters. In the Project Area, the Santa Ana RWQCB is responsible for developing and revising the regional basin plan, implementing the NPDES program, permitting waste discharges to state waters, and enforcing waste discharge cleanups. The Water Quality Control Plan for the Santa Ana River Basin designates beneficial uses for water bodies in the region and establishes water quality objectives and implementation plans to protect those beneficial uses.

All wastewater discharges in the region, whether to surface waters or groundwater, are subject to waste discharge requirements (WDRs); all reuses of treated wastewater are subject to water reclamation requirements (WRRs). In addition, the US Environmental Protection Agency has delegated responsibility for water quality to the SWRCB and the nine RWQCBs for implementation of the federal National Pollutant Discharge Elimination System program. Therefore, WDRs for discharges to surface waters also serve as NPDES permits. These combined programs are the legal means to regulate controllable discharges of water. It is illegal to discharge any wastes into any waters of the State or to reuse treated wastewaters without obtaining appropriate waste discharge requirements, water reclamation requirements, or NPDES permits. These permits hereinafter are referred to as requirements.

Any facility or person who discharges, or proposes to discharge, wastes or makes a material change to the character, location, or volume of waste discharges to waters in the Santa Ana River Basin Region (other than into a community sewer system) must describe the quantity and nature of the proposed discharge in a Report of Waste Discharge (ROWD) or an NPDES application. Upon review of the ROWD or NPDES application and all other pertinent information (including comments received at a public hearing), the Santa Ana RWQCB will consider the issuance of requirements that incorporate appropriate measures and limitations to protect public health and water quality. The requirements' basic components are discharge limitations (including, if required, effluent and receiving water limits):

- Standard requirements and provisions outlining the discharger's general discharge requirements and monitoring and reporting responsibilities; and
- A monitoring program in which the discharger is required to collect and analyze samples and submit monitoring reports to the RWQCB on a prescribed schedule.

Discharges are categorized according to their threat to water quality and their operational complexity. In addition, discharges to surface waters are categorized as major or minor discharges. Filing and annual fees are based on these categories. WDRs or WRRs usually do not have an expiration date but are reviewed periodically based on the level of threat to water quality. NPDES permits are adopted for a five-year period.

Most requirements are tailored to specific waste discharges. In some cases, however, discharges can be regulated under general requirements, which simplify the permit process for certain types of discharges. These general requirements are issued administratively to the discharger after a completed Report of Waste Discharge or NPDES application has been filed and the RWQCB Executive Officer has determined that the discharge meets the conditions specified in the general requirements. Point-source discharges include wastewaters from new residential development, industrial and manufacturing facilities, construction sites, and power generation stations.

Clean Water Act Section 401 – Water Quality Certification

In addition to the issuance of NPDES permits or waste discharge requirements, the Santa Ana RWQCB acts to protect the quality of surface waters through water quality certification as specified in Clean Water Act Section 401 (33 United States Code [USC] 466 et seq.). Section 401 requires that any person applying for a federal permit or license which may result in a discharge of pollutants into waters of the United States obtain a state water quality certification that the activity complies with all applicable water quality standards, limitations, and restrictions. Subject to certain limitations, no license or permit may be issued by a federal agency until certification required by Section 401 has been granted. Further, no license or permit may be issued if certification has been denied. CWA Section 404 permits and authorizations are subject to Section 401 certification by the RWQCBs.

Municipal Separate Storm Sewer System (MS4)

On January 29, 2010, the Santa Ana RWQCB adopted updated waste discharge requirements for discharges from the MS4 in the Santa Ana region.¹ All new development projects under RWQCB jurisdiction must adhere to the current MS4 permit requirements. Although a WQMP may not be required for each project, best management practices must be implemented in order to meet the current MS4 permit requirements. As noted above, a WQMP was prepared for the Proposed Project to comply with the requirements of the County's NPDES Area-wide Stormwater Program requiring the preparation of a WQMP.

Local

San Bernardino County General Plan

The following goals, policies, and programs from the General Plan Conservation Element and Circulation and Infrastructure Element are applicable to the Proposed Project:

¹ The San Bernardino County Santa Ana Region MS4 Stormwater Program submitted an Application for Renewal of the Municipal NPDES Stormwater Permit (NPDES Permit No. CAS618036) on July 30, 2014.

Conservation Element

Goal CO 5 The County will protect and preserve water resources for the maintenance, enhancement, and restoration of environmental resources.

Policy CO 5.4 Drainage courses will be kept in their natural condition to the greatest extent feasible to retain habitat, allow some recharge of groundwater basins and resultant savings. The feasibility of retaining features of existing drainage courses will be determined by evaluating the engineering feasibility and overall costs of the improvements to the drainage courses balanced with the extent of the retention of existing habitat and recharge potential.

Programs

1. Seek to retain all-natural drainage courses in accordance with the Flood Control Design Policies and Standards where health and safety is not jeopardized.
2. Prohibit the conversion of natural watercourses to culverts, storm drains, or other underground structures except where required to protect public health and safety.
3. Encourage the use of natural drainage courses as natural boundaries between neighborhoods.
4. Allow no development, which would alter the alignment, direction, or course of any blue-line stream, in designated flood plains.
5. When development occurs, maintain the capacity of the existing natural drainage channels where feasible, and flood-proof structures to allow 100-year storm flows to be conveyed through the development without damage to structures.
6. Consistent with the County's efforts to protect the public from flood hazards, encourage the use of open space and drainage easements, as well as clustering of new development, as stream preservation tools.
7. Where technically feasible as part of its efforts to protect residents from flood hazards, require naturalistic drainage improvement where modifications to the natural drainage course are necessary. As an example, channel linings that will allow the re-establishment of vegetation within the channel may be considered over impervious linings (such as concrete). Where revegetation is anticipated, this must be addressed in the channel's hydraulic analysis and the design of downstream culverts.

8. Establish an economically viable flood control system by utilizing channel designs including combinations of earthen landscaped swales, rock rip-rap-lined channels, or rock-lined concrete channels. Where adjacent to development, said drainage will be covered by an adequate County drainage easement with appropriate building setbacks established therefrom.
9. Do not place streams in underground structures where technically feasible, except to serve another public purpose and where burial of the stream is clearly the only means available to safeguard public health and safety.

Circulation and Infrastructure Element

Goal CI 11	The County will coordinate and cooperate with governmental agencies at all levels to ensure safe, reliable, and high quality water supply for all residents and ensure prevention of surface and ground water pollution.
Policy CI 11.1	Apply federal and state water quality standards for surface and groundwater and wastewater discharge requirements in the review of development proposals that relate to type, location and size of the proposed project to safeguard public health.
Policy CI 11.12	Prior to approval of new development, ensure that adequate and reliable water supplies and conveyance systems will be available to support the development, consistent with coordination between land use planning and water system planning.
Goal CI 13	The County will minimize impacts to stormwater quality in a manner that contributes to improvement of water quality and enhances environmental quality.
Policy CI 13.1	Utilize site-design, source-control, and treatment control best management practices (BMPs) on applicable projects, to achieve compliance with the County Municipal Stormwater NPDES Permit.
Policy CI 13.2	<p>Promote the implementation of low impact design principles to help control the quantity and improve the quality of urban runoff. These principles include:</p> <ol style="list-style-type: none">a. Minimize changes in hydrology and pollutant loading; ensure that post development runoff rates and velocities from a site do not adversely impact downstream erosion, and stream habitat; minimize the quantity of stormwater directed to impermeable surfaces; and maximize percolation of stormwater into the ground where appropriate.

- b. Limit disturbance of natural water bodies and drainage systems; conserve natural areas; protect slopes and channels;
- c. Preserve wetlands, riparian corridors, and buffer zones; establish reasonable limits on the clearing of vegetation from the project site;
- d. Establish development guidelines for areas particularly susceptible to erosion and sediment loss;
- e. Require incorporation of structural and non-structural BMPs to mitigate projected increases in pollutant loads and flows.

City of Fontana General Plan

The City of Fontana General Plan Infrastructure and Green Systems Element includes the following goal and policies and are applicable to the Project.

Infrastructure and Green Systems Element

Goal 6	Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional one water one watershed standards.
Policy 6.1	Continue to implement the Water Quality Management Plan for stormwater management that incorporates low-impact and green infrastructure standards.
Policy 6.2	Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.
Goal 6, Action A	Continue to maintain traditional stormwater infrastructure as needed, while developing methods to promote ultimate infiltration of the water.
Goal 6, Action B	Explore options for infiltration of water from traditional stormwater facilities and develop methods to measure quantity.
Goal 6, Action J	Use permeable surfaces to promote infiltration wherever feasible.

4.9.3 Thresholds for Determination of Significance

A project would result in a significant impact if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
3. 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:
 - a. Result in a substantial erosion or siltation on- or offsite;
 - b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - d. Impede or redirect flood flows.
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. (Refer to Section 5.0, Effects Found Not To Be Significant)
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impact Analysis and Mitigation Measures

WATER QUALITY STANDARDS AND REQUIREMENTS

Impact 4.9-1	The project has the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
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Short-Term Construction Impacts

Temporary construction-related impacts associated with the development of the Logistics Site, associated infrastructure, and realignment/improvement of Lytle Creek Road are anticipated to involve construction of new structures, excavation and grading activities to construct building pads, and paving of roadways and on-site parking and truck terminals. Other construction activities may include building walls and fencing, adding signage and lighting, and installing landscaping, on-site utilities, and infrastructure improvements such as water and dry (i.e., electrical) utilities.

Typical construction activities would require the use of gasoline- and diesel-powered heavy equipment, such as backhoes, water pumps, bulldozers, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would also likely be used during

construction. An accidental release of any of these substances could degrade surface water runoff quality and contribute additional sources of pollution to the existing drainage system. Therefore, small quantities of pollutants have the potential to enter the storm drainage system during Project construction and degrade water quality. In general, construction-related impacts to water quality could occur in the following periods of activity:

- During demolition of existing features, when risk of pollutant exposure is present;
- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and

Because the proposed Project would disturb more than one acre of soil, construction activities would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities requirements (and all subsequent revisions and amendments). To demonstrate compliance with NPDES requirements, a Notice of Intent (NOI) must be prepared and submitted to the SWRCB, providing notification and intent to comply with the General Construction Permit. The General Construction Permit also requires that non-stormwater discharges from construction sites be eliminated or reduced to the maximum extent practicable, a SWPPP that governs construction activities for the Project be developed, and routine inspections be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. Possible construction site BMPs for runoff control, sediment control, erosion control, and housekeeping that may be included in the SWPPP and used during the construction phases of the proposed Project may include, but are not limited to:

General Construction Site Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
Minimize clearing Preserve natural vegetation Stabilize drainage ways Install check dams Install diversion dikes	Install perimeter controls (e.g., silt fences) Install sediment trapping devices (e.g., straw wattles, hay bales, gravel bags) Inlet protection (e.g., check dams) Install fiber rolls	Stabilize exposed soils (e.g., hydroseed, soil binders) Protect steep slopes(e.g., geotextiles, compost blankets) Cover stockpiles with blankets Complete construction in phases	Create waste collection area Put lids on containers Clean up spills immediately

Source: *National Menu of Best Management Practices (BMPs) for Stormwater*, National Pollutant Discharge Elimination System, Environmental Protection Agency. ><https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr><, Website accessed October 20, 2016.

The SWPPP would include a site map showing the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns. The SWPPP would identify the best management practices that would be used to protect stormwater runoff and the placement of those BMPs. The SWPPP would also identify a visual monitoring program, a chemical monitoring program for “nonvisible” pollutants to be implemented if there is a failure of BMPs. Upon completion of construction, a Notice of Termination would be submitted to the SWRCB to indicate that construction has been completed.

To further reduce construction-related impacts to water quality, the Proposed Project would also be subject to compliance with San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations. San Bernardino County Code Title 3 Division 5, Chapter 1, is intended to protect the health and safety of, and promote the welfare of, the inhabitants of the County by controlling non-stormwater discharges to the stormwater conveyance system, and by reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas, to the maximum extent practicable in order to achieve applicable receiving water quality objectives. This Chapter also protects and enhances the quality of receiving waters in a manner pursuant to and consistent with applicable federal, state, and local laws, regulations, and permits.

The implementation of NPDES permits, including the General Construction permit, ensures the federal and State standards for water quality are met. Enforcement of required NPDES permit requirements will prevent sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. Compliance with NPDES requirements as well as Title 3, Division 5, Chapter 1 of the San Bernardino County Code would reduce short-term construction-related impacts to water quality to a less than significant level.

Long-Term Operational Impacts

Generally, operational impacts to water quality could occur after Project completion, when impacts related to sedimentation would decrease markedly but those associated with Project operation, mainly urban runoff, would potentially increase, primarily due to increases in the amount of impervious surface on the Project site. According to the WQMP, approximately 80 percent of the Logistics Site would be paved at Project completion. The decrease in permeable surface on the site would be considered a water quality impact, as permeable surfaces allow rain and urban runoff to infiltrate into the ground. Runoff infiltration reduces the amount of flow capable of washing off additional pollutants and filters runoff water to remove potential pollutants.

According to the Project’s WQMP, runoff from the Project Area drains to Lytle Creek for eventual discharge in the Santa Ana River.² However, the Proposed Project would not represent a point-source generator of water pollutants. Therefore, no quantifiable water quality standards apply to the Project, as it would not discharge any discernible, confined, and discreet conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete

² The WQMP did not identify any environmentally sensitive area or water bodies listed on the Clean Water Act Section 303(d) list of impaired waters.

fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged.

Consistent with regional and local requirements, a Project-specific WQMP was prepared and identifies structural and non-structural BMPs to be implemented in conjunction with the Project. The WQMP complies with the requirements of the San Bernardino County Code standards and the NPDES Area-wide Stormwater Program (Order No. R8-2010-0036) requiring the preparation of a WQMP. Structural measures identified in the WQMP include the following: provide storm drain system stenciling and signage; design and construct trash/waste storage areas to reduce pollution introduction; use efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; finish grade of landscaped areas at a minimum of 1–2 inches below top of curb, sidewalk, or pavement; protect slopes and channels and provide energy dissipation; and cover dock areas. Non-structural measures identified in the WQMP include the following: education of property owners, tenants, and occupants on stormwater BMPs; activity restrictions; landscape management BMPs; BMP maintenance; compliance with local water quality ordinances; preparation of a spill contingency plan; conformance with the uniform fire code; implementation of a litter/debris control program; employee training; housekeeping of loading docks; catch basin inspection program; and vacuum sweeping of private streets and parking lots.

The Project's realignment and improvement of Lytle Creek Road would occur consistent with applicable local and state standards, including NPDES requirements and City of Fontana roadway engineering and design requirements. These standards include design of roadway gutters to handle anticipated runoff and appropriate conveyance systems.

The Project has been designed to reduce development impacts on water quality, protect downstream hydraulic conditions, and reduce Project-related stormwater pollutants. Project compliance with regulatory requirements would ensure operational activities result in less than significant impacts to water quality and do not significantly impact the beneficial uses of receiving waters.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

GROUNDWATER SUPPLIES AND RECHARGE

Impact 4.9-2	The project has the potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
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Short-Term Construction Impacts

Temporary construction-related activities associated with the construction of the Logistics Facility are not anticipated to have a significant impact on groundwater supplies because construction would be short-term and does not consist of water-intensive activities that could, ultimately, draw-down supplies of groundwater. Refer to the discussion below concerning potential operational impacts to groundwater supplies.

Long-Term Operational Impacts

Water for the Logistics Site would be provided by West Valley Water District (West Valley), which has indicated that it has sufficient water supplies to serve the Logistics Site. According to West Valley's 2015 Regional Urban Water Management Plan, available water supplies are expected to exceed demands under all hydrologic conditions through 2040. Groundwater accounts for approximately 65 percent of West Valley's total water supply. Therefore, a portion of the Logistic Site's operational water supplies would indirectly include groundwater supplies.

The Project site is underlain by the Chino Basin, which is fully adjudicated and managed by the Chino Basin Watermaster.³ According to the Chino Basin Watermaster Optimum Basin Management Program (2015), stormwater capture and infiltration occurs at 15 recharge basins in the Chino Basin. The Project would not interfere with groundwater recharge activities associated with these facilities such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table, as the Project Area is not located in one of the Chino Basin's 15 groundwater recharge areas.

A WQMP was prepared for the Project to identify the major proposed site design and Low Impact Development (LID) best management practices and other anticipated water quality features that impact site planning. The WQMP specifically identifies all BMPs incorporated into the final site design and establishes targets for post-development hydrology based on performance criteria specified in the MS4 Permit. These targets include runoff volume for water quality control (referred to as LID design capture volume) and runoff volume, time of concentration, and peak runoff for protection of any downstream water body segments with hydrologic conditions of concern. According to the WQMP, although the majority (approximately 80 percent) of the Project site would be paved, approximately 20 percent of its footprint would be reserved for minor groundwater recharge opportunities via percolation. The Project proposes to construct a three-acre on-site detention flood control/infiltration basin on the southeast portion of the site. Stormwater would be collected from impervious areas and directed to the infiltration basin for both stormwater filtration and recharge opportunities. Thus, the reduction in permeable surfaces which would occur as a result of Project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

In addition, the Project's proposed realignment of Lytle Creek Road is not anticipated to result in substantial additional impermeable surfaces, as its realignment would only affect the existing

³ West Valley has extraction rights of 1,000 acre-feet per year from the Chino Basin as part of the adjudication.

segment of Lytle Creek Road extending beyond westernmost boundary of the Project Area to its intersection with Sierra Avenue. Lytle Creek Road is currently a 22-foot-wide asphalt two-lane undivided roadway oriented in a north–south direction, with a total public roadway ROW of 60 feet. Upon Project completion, Lytle Creek Road would have an ultimate ROW of 68 feet. Nonetheless, the proposed realignment and improvement of Lytle Creek Road would be implemented in conformance with City of Fontana roadway engineering and design requirements. These standards include design of roadway gutters to handle anticipated runoff and appropriate conveyance systems. Impacts are considered to be less than significant in this regard.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

EROSION OR SILTATION

Impact 4.9-3a	The project has the potential to result in a substantial erosion or siltation on- or offsite.
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Short-Term Construction Impacts

The Logistics Site does not contain any streams, rivers, or other drainage features. Temporary construction-related activities associated with the Proposed Project are not anticipated to have a significant impact on existing drainage patterns since construction would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction Activity. The permit requires non-stormwater discharges from construction sites to be eliminated or reduced to the maximum extent practicable, preparation of a SWPPP, and routine inspections of all stormwater pollution prevention measures and control practices used at the site, including inspections before and after storm events. Compliance with NPDES General Permit requirements as well as San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations would prevent substantial erosion or siltation both on- and off-site during construction. Therefore, construction would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial increased erosion or siltation on- or off-site. Impacts would be less than significant.

Long-Term Operational Impacts

Project implementation would involve an increase in the amount of impervious surface on the Logistics Site, which could affect existing surface runoff rates or volumes. However, to preserve existing drainage patterns to the maximum extent feasible, a three-acre on-site detention flood control/infiltration basin would be constructed on the southeast portion of the site. Stormwater would be collected from impervious areas and directed to the infiltration basin for filtration. As discussed in Appendix G, *Water Quality Management Plan*, the infiltration basin is capable of retaining 110 percent of the Design Capture Volume flow emanating from

the Logistics Site. As such, Project operation would ensure that no potential adverse effects on downstream water bodies would occur with regard to erosion or siltation. Further, the BMPs identified in the Project's WQMP would reduce potentially significant impacts related to stormwater runoff to downstream water bodies or percolation into the soil. Therefore, operational activities would not result in substantial on- or off-site erosion and siltation. Impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

FLOODING

Impact 4.9-3b	The project has the potential to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
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Short-Term Construction Impacts

The Logistics Site does not contain any streams, rivers, or other drainage features. Temporary construction-related activities associated with the Proposed Project are not anticipated to have a significant impact on existing drainage patterns since construction would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction Activity. The permit requires non-stormwater discharges from construction sites to be eliminated or reduced to the maximum extent practicable, preparation of a SWPPP, and routine inspections of all stormwater pollution prevention measures and control practices used at the site, including inspections before and after storm events. Compliance with NPDES General Permit requirements as well as San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations would prevent substantial erosion or siltation both on- and off-site during construction. Therefore, construction would not substantially alter the existing drainage pattern of the site or area in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

Long-Term Operational Impacts

Refer to the discussion for Impact 4.9-2. To preserve the Logistic Site drainage patterns, the Project would install a three-acre on-site detention flood control/infiltration basin on the southeast portion of the site. Stormwater would be collected from impervious areas and directed to the infiltration basin for both stormwater filtration and recharge opportunities. As discussed in Appendix G, *Water Quality Management Plan*, the infiltration basin is capable of retaining 110 percent of the Design Capture Volume flow emanating from the Logistics Site. As a result, the Project would not substantially alter the site's existing drainage pattern. The alteration of a stream or river is not required or proposed as part of the Project. Therefore, Project implementation would not substantially alter the site's existing drainage pattern, including through the alteration of the course of a stream or river, nor would it substantially

increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CAPACITY OF STORMWATER SYSTEMS

Impact 4.9-3c	The project has the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
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Short-Term Construction Impacts

Refer to the discussion for Impacts 4.9-1 and 4.9-2. The Project's potential construction-related impacts to stormwater drainage systems would be regulated by federal, state, and local requirements intended to reduce or avoid adverse impacts. Construction activities would be subject to San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations, to ensure protection of water quality and downstream drainage facilities. All construction activities would be required to demonstrate conformance with the BMPs identified in each Project's SWPPP. The SWPPP establishes a plan whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed specifically to prevent or control the discharge of the identified pollutants into storm water runoff. The SWPPP must include flow control measures that would lessen flow rates during storm events occurring during the construction phase of the Project. Conformance with applicable regulations and implementation of BMPs would protect existing or planned stormwater drainage systems from polluted runoff. Impacts would be less than significant.

Long-Term Operational Impacts

Potential operational impacts to stormwater drainage systems would be regulated by federal, state, and local requirements intended to reduce or avoid adverse impacts. In addition, as discussed in Section 4.15, of this Draft EIR, the Proposed Project would construct storm drain improvements that would include the installation of underground collection pipes, and a three-acre on-site detention flood control/infiltration basin would be constructed on the southeast portion of the Logistics Site. As discussed in Appendix G, *Water Quality Management Plan*, the infiltration basin is capable of retaining 110 percent of the Design Capture Volume flow emanating from the Logistics Site. The Project's drainage features would be implemented in compliance with the provisions of the City's Master Drainage Plan and would not conflict with that plan.

In addition, the Project's proposed realignment of Lytle Creek Road is not anticipated to result in substantial additional impermeable surfaces, as its realignment would only affect the existing

segment of Lytle Creek Road extending beyond westernmost boundary of the Project Area to its intersection with Sierra Avenue. As discussed in Impact 4.9-2, Lytle Creek Road would have an ultimate ROW of 68 feet upon Project completion, increased from its ROW of 60 feet. The proposed realignment and improvement of Lytle Creek Road would be implemented in conformance with City of Fontana roadway engineering and design requirements, including design of roadway gutters to handle anticipated runoff and appropriate conveyance systems. Therefore, Project operations as designed would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

IMPEDE OR REDIRECT FLOOD FLOWS

Impact 4.9-3d	The project has the potential to impede or redirect flood flows.
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Refer to the discussion for Impact 4.9-3b. The Logistics Site does not contain any streams, rivers, or other drainage features and no short-term construction or long-term operational flood impacts are anticipated with Project implementation.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

WATER QUALITY CONTROL PLAN OR GROUNDWATER MANAGEMENT PLAN

Impact 4.9-4	The project has the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
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As discussed, the Project Area is located within the Santa Ana RWQCB's jurisdiction and the Chino Basin, which is governed by the Chino Basin Watermaster Optimum Basin Management Program (2015) ("Basin Plan"). The Santa Ana RWQCB manages surface waters through implementation of its Basin Plan. Chapter 2, Plans and Policies, includes a number of water quality control plans and policies adopted by the SWRCB that apply to the Santa Ana RWQCB. Chapter 4, Water Quality Objectives, of the Basin Plan includes specific water quality objectives according to waterbody type (i.e., ocean waters, enclosed bays and estuaries, inland surface waters, and groundwaters. As indicated under Impact 4.9-1, Project implementation would not result in significant construction-related impacts to water quality and surface and groundwater quality following conformance with the Construction General

Permit, preparation of a SWPPP, and implementation of construction BMPs. The Logistics Site has been designed to reduce development impacts on water quality, protect downstream hydraulic conditions, and reduce Project-related stormwater pollutants. BMPs and LID measures required to be implemented consistent with applicable regulations, including the NPDES program, are identified in the Project WQMP, and discussed above and in Appendix G. Project compliance with regulatory requirements would ensure operational activities result in less than significant impacts to water quality and do not significantly impact the beneficial uses of receiving waters. As a result, Project implementation is not anticipated to conflict with or obstruct implementation of a water quality control plan. Impacts would be less than significant in this regard.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.9-5 The project would potentially result in cumulative impacts to hydrology and water quality.

Cumulative projects that would have the potential to be considered in a cumulative context with the Projects' incremental contribution, and that are included in the analysis of cumulative impacts relative to hydrology and water quality, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0 of this Draft EIR.

Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed.

Future projects in the area would result in a cumulative increase in stormwater runoff that would drain into the existing stormwater drainage system in the city. The Proposed Project would construct storm drain improvements that would include the installation of underground collection pipes, and a three-acre on-site detention flood control/infiltration basin would be constructed on the southeast portion of the Project site. Similar to the Proposed Project, future projects would be required to conduct environmental review and construct project-specific drainage features in accordance with the provisions of the City's Master Drainage Plan. Since the Proposed Project would not have a significant impact on existing stormwater drainage facilities, the Project would not combine with other cumulative projects to result in significant impacts regarding stormwater drainage.

According to the City of Fontana General Plan EIR, General Plan buildout would contribute to increased hydrology and water quality impacts. However, impacts would be reduced to a less than significant level following compliance with General Plan goals, policies, and programs. As discussed throughout this section, the Project would not involve a significant

and unavoidable impact on hydrology and water quality following compliance with existing regulations. In addition, each future cumulative development Project is subject to compliance with existing regulations and would be required to address site-specific hydrology and water quality issues to City standards through implementation of recommendations outlined in site-specific hydrologic and water quality evaluations. Cumulative development would be required to construct on- and off-site facilities capable of offsetting any identified cumulative impacts to drainage and flooding conditions and would be required to mitigate potential water quality impacts. Therefore, the Proposed Project, in combination with cumulative projects, would have a less than significant cumulative impact on hydrology and water quality.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

4.10 Land Use and Planning

This section evaluates the existing land use and planning setting and the Proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and requires measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The information and analysis herein rely on the *Fontana Forward General Plan Update 2015-2035* and the *County of San Bernardino 2007 General Plan*.

4.10.1 Existing Conditions

Existing Land Use

Project Area

The 152-acre Project site (Annexation Area or Project Area) is generally bounded by Lytle Creek Road to the northwest, California Department of Transportation (Caltrans) right-of-way to the southeast associated with Interstate 15 (I-15), and private, mostly vacant lands to the northeast and south.

The Project Area predominantly consists of vacant parcels of undeveloped land with surface elevations ranging from approximately 1,850 to 2,079 feet above mean sea level, generally sloping to the southwest. The Project Area has been exposed to a variety of disturbances, including clearing/disking activities, off-road vehicle use, and illegal dumping. Developed areas within the Project Area generally consist of paved, impervious surfaces and infrastructure including Lytle Creek Road and paved driveways and infrastructure associated with the existing eight residential properties, as well as a small commercial development at the north end of the Project Area.

There is an existing water tank located in the southern portion of the Project Area, approximately 0.3 miles from the southern boundary of the proposed logistics facility (Logistics Site). In addition, existing Southern California Edison (SCE) transmission towers are located along the entirety of the Project Area's eastern boundary, including the Logistics Site.

Logistics Site

As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road). Three of the eight existing on-site residences are located within the boundaries of the 76-acre Logistics Site—two in the north-central portion of the Logistics Site with access from Lytle Creek Road, and one in the southwestern portion of the Logistics Site, immediately adjacent to Lytle Creek Road; refer to **Exhibit 3.0-3, Project Footprint**.

The Logistics Site is generally covered by low-growing annual grasses, scrub-type plants, and mature trees for the most part located adjacent to the existing residences and structures. Recent uses include storage of woodpiles, assorted vehicles, and watercraft, as well as livestock farming. Most the site consists of undeveloped land associated with past agrarian activities. Signs of previous disturbance from grading and weed abatement activity are common throughout the site; no indications of current farming or other land uses are evident.

Overhead and underground utilities are located along Lytle Creek Road. The site is adjacent to an approximately 350-foot-wide SCE strip/power line directly north of the Logistics Site.

Table 4.10-1, Existing Land Uses, summarizes the existing land use for the Project Area, Logistics Site, and surrounding areas.

Table 4.10-1: Existing Land Uses

Location	Land Use
Project Area	Single-family residential, utility easement, water tank, commercial, and undeveloped land
Logistics Site	Single-family residential, utility easement, and undeveloped land
North	Residential, commercial, and undeveloped land
South	Undeveloped land
East	Undeveloped land
West	Undeveloped land

Current Land Use and Zoning Designations

The Project Area is located within both unincorporated San Bernardino County and the City of Fontana's sphere of influence (SOI), with the exception of 2.14 acres that are not within the City SOI. The existing land use designations and zoning for the Project Area, Logistics Site, and adjacent areas are identified in **Table 4.10-2: Current Land Use Designations/Zoning**. It should be noted that the County uses a one-map approach in which a single map is used that shows both General Plan land use designations and zoning classifications, resulting in "land use zoning districts."

Table 4.10-2: Current Land Use Designations/Zoning

Location	City of Fontana Land Use Designations ¹	City of Fontana Zoning ²	County of San Bernardino Land Use Zoning Districts ³
Project Area	Residential Estate (R-E) Public Utility Corridors (P-UC)	Residential Estate (R-E) Public Utility Corridors (P-UC) General Commercial (C-2)	Single Residential 1-acre minimum (RS-1) Institutional (IN) Rural Living (RL) Special Development (SD) Resource Conservation (RC)
Logistics Site	Residential Estate (R-E)	Residential Estate (R-E)	Single Residential 1-acre minimum (RS-1)
North	Residential Estates (R-E) Public Utility Corridors (P-UC)	Residential Estates (R-E) Open Space -Natural (OS-N)	Rural Living (RL)

Location	City of Fontana Land Use Designations ¹	City of Fontana Zoning ²	County of San Bernardino Land Use Zoning Districts ³
South	Regional Mixed Use (RMU)	Regional Mixed Use (RMU)	Single Residential 1-acre minimum (RS-1)
East	Regional Mixed Use (RMU) General Commercial (C-G)	Regional Mixed Use (RMU) General Commercial (C-2)	Rural Living (RL) Floodway (FW)
West	Residential Planned Community (R-PC) Public Utility Corridors (P-UC) Open Space (OS)	Residential Planned Community (R-PC) Open Space -Natural (OS-N)	Special Development without Residential (SD) Resource Conservation (RC)
Sources: 1. Fontana 2018a; 2. Fontana 2016; 3. San Bernardino County 2010			

4.10.2 Regulatory Framework

Federal

No federal laws, regulations, or executive orders apply to land use and planning in the Project Area.

State

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000–66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million in an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP). SCAG is also responsible for the development of demographic projections and the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

2016 Regional Transportation Plan/Sustainable Communities Strategy

The passage of California Senate Bill 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On April 7, 2016, SCAG's Regional Council adopted the *2016 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2016 RTP/SCS, which incorporates local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2016 RTP/SCS considers new patterns of development as the regional economy continues to recover and grow, the composition of population changes, the housing market responds to evolving needs, and demands and mobility innovations emerge. The 2016 RTP/SCS also includes a long-term strategic vision for the region that will help guide decisions for transportation and how land is used, as well as the public investments in both, through 2040.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Adopted 2016 RTP/SCS Growth Forecasts provide population, household, and employment data for 2040. The socio-economic estimates and projections are used by federal and State mandated long-range planning efforts such as the RTP, AQMP, and the Regional Housing Needs Assessment (RHNA). The 2016 RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to Section 7.0, *Growth-Inducing Impacts*, of this Draft EIR.

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Sections 15125 and 15206. The Project would be considered regionally significant as it would meet the following criteria, requiring consistency review.

- (1) A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

A proposed plan, project, or program is directed to demonstrate how it is consistent with the 2016 RTP/SCS, which is established through consistency with 2016 RTP/SCS goals and adopted growth forecasts.

San Bernardino County Local Agency Formation Commission

The San Bernardino County Local Agency Formation Commission (LAFCO) serves as a responsible agency under CEQA. LAFCO will rely on this Draft EIR in considering the discretionary actions under LAFCO's jurisdiction and authority regarding proposed SOI amendments and annexations requested by the City, the West Valley Water District (West Valley), and the San Bernardino Valley Municipal Water District (SBVMWD). Refer to the Discretionary Actions and Approvals subsection in Section 3.0 for details on the specific zoning and land use designations proposed.

Because the City of Fontana is the lead agency for the Project under CEQA, actions taken by the City would precede those taken by LAFCO. Actions that the City would consider in initiating the annexation for the Annexation Area would include the following: CEQA compliance; consideration of discretionary actions and SOI amendments (expansion); adoption of a Resolution Making Determinations regarding the SOI and annexation proposals, including any conditions that may have been imposed; commencement of conducting authority proceedings, including holding a protest hearing; and direction of staff to file the Notice of Determination.

Chapter 4, Spheres of Influence, from the *San Bernardino County LAFCO Policy and Procedure Manual* (2018) includes a list of factors which LAFCO is required to review in connection with any SOI proposal review, as outlined in Government Code Section 56425(e). The factors are as follows:

- a) The present and planned land uses in the area, including agricultural and open space lands;
- b) The present and probable need for public facilities and services in the study area;
- c) The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide;
- d) The existence of any social or economic communities of interest in the area if LAFCO determines that they are relevant to the agency; and
- e) For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, that occurs pursuant to subdivision (g) on or after July 1, 2012, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

County of San Bernardino General Plan

The *County of San Bernardino 2007 General Plan* is the County's blueprint that guides physical development of unincorporated San Bernardino County. The County's General Plan includes

the following eight elements that form a comprehensive set of planning policies: Land Use; Circulation and Infrastructure; Housing; Open Space; Conservation; Safety; Noise; and Economic Development. The Land Use Element designates the general distribution and intensity of land uses within the unincorporated area of the County. The Circulation and Infrastructure Element identifies the general location and extent of proposed transportation and infrastructure facilities and utilities. The Housing Element is a comprehensive assessment of current and future housing needs for all segments of the County population, as well as a program for meeting those needs. The Open Space Element describes measures for the preservation of open space for the protection of natural resources, and for public health and safety. The Conservation Element addresses the conservation, development, and use of natural resources. The Safety Element establishes policies to protect the community from risks associated with natural and manmade hazards such as seismic, geologic, flooding, wildfire hazards, and air quality. The Noise Element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels. The Economic Development Element establishes policies to encourage and guide economic development within the County.

The County is currently in the process of updating its General Plan as the Countywide Plan, which include a Policy Plan, Business Plan, and Regional Issues Forum. Until the Countywide Plan is adopted, the County's current 2007 General Plan will be used in this analysis.

Local

City of Fontana General Plan

The *Fontana Forward General Plan Update 2015-2035* was recently adopted in November 2018 and covers a broad range of topics in 16 chapters, including goals, policies, and actions on all aspects of community life affecting future physical development. The City's General Plan meshes traditional General Plan "elements" into the following chapters: Community and Neighborhood; Housing; Building a Healthier Fontana; Conservation, Open Space, Parks and Trails; Public and Community Services; Community Mobility and Circulation; Infrastructure and Green Systems; Noise and Safety; Sustainability and Resilience; Economy, Education and Workforce Development; and Land Use, Zoning, and Urban Design.

City of Fontana Zoning and Development Code

The City's zoning and development code is found in the City of Fontana Municipal Code (Municipal Code) Chapter 30, Zoning and Development Code (Development Code), which carries out the City's General Plan policies by regulating development and land uses within Fontana. The Development Code establishes official land use zoning regulations and design guidelines and are designed to:

- Encourage the most appropriate use of land and ensure compatibility between uses;
- Provide open space for light, air, and the preservation of resources;
- Facilitate the timely provision of adequate infrastructure and community facilities;
- Promote excellent architectural design; and
- Promote health, safety, and general welfare of the citizens and visitors of Fontana.

Development Code Article VII, Industrial Zoning Districts, establishes development policies, use regulations, development standards, performance standards, and design guidelines specific to industrial development, such as the Proposed Project.

4.10.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on land use and planning if it would do any of the following:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.4 Impact Analysis and Mitigation Measures

DIVISION OF A COMMUNITY

Impact 4.10-1	The project has the potential to physically divide an established community.
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The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

The Project Area is in a primarily undeveloped portion of the City's SOI. The site was previously used for agricultural purposes but has most recently been occupied by eight residential dwelling units and does not currently include active agricultural uses. Surrounding parcels are primarily vacant or open space. Therefore, no established community exists within the site vicinity.

Physical developments associated with the Proposed Project would involve constructing a 1,175,720-square foot logistics facility on the Logistics Site and realigning a segment of Lytle Creek Road; refer to **Exhibit 3.0-10, Conceptual Site Plan**, and **Exhibit 3.0-13, Proposed Road Realignment**. Project development would require demolishing the three residential units within the development footprint of the Logistics Site. However, all property owners are voluntarily selling their properties.

Given the primarily undeveloped and vacant nature of the site vicinity, the Project Area is not used as a connection between two established communities. Connectivity in the surrounding area is facilitated via local roadways, including Duncan Canyon Road, Lytle Creek Road, and Sierra Avenue. A segment of Lytle Creek Road would be realigned and improved with two 12-foot travel lanes and five-foot sidewalks on each side. Overall, the physical improvements associated with the Project would not divide established communities or impede movement through the surrounding area. Therefore, impacts in this regard would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CONFLICT WITH A LAND USE PLAN, POLICY, OR REGULATION

Impact 4.10-2	The project has the potential to conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
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As detailed in Section 3.0, *Project Description*, of this Draft EIR, the Project is proposing two entitlement options. The primary difference between the two entitlement options is that Option 1 would apply a Light Industrial (I-L) land use designation and Light Industrial (M-1) zoning designation to the Logistics Site while Option 2 would apply a Regional Mixed Use (RM-U) land use designation, Regional Mixed Use (RM-U) zoning designation, and Warehouse Distribution/Logistics Overlay District (WDL0D) to the Logistics Site. Refer to **Exhibit 3.0-7a, Proposed Pre-Zoning Designations – Option 1** and **Exhibit 3.0-7b, Proposed Pre-Zoning Designations – Option 2**. In either case, the only physical development proposed by the Project is for the construction of the logistics facility on the Logistics Site.

A consistency analysis of the Project is provided below.

General Plan Analysis

The Project Area is located within unincorporated San Bernardino County and the City's SOI. The Project is proposing to annex a total of 21 parcels and portions of roadway right-of-way (ROW) encompassing the 152-acre Project Area into the City's jurisdiction. The Project is also proposing a SOI amendment to incorporate a 2.14-acre area of the Project Area (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and westerly ROW of Lytle Creek Road) into the City's existing SOI to be annexed together as part of the 152-acre Project Area into the City of Fontana. The County's General Plan Land Use Element states that its land use policies adopted for SOI areas, such as the Project Area, are designed to encourage annexations or incorporations, in accordance with California Government Code Section 65300, which places a dual mandate on both cities and counties relating to land use planning in SOI areas. The proposed SOI amendment and annexation would occur in coordination with the San Bernardino County LAFCO Policy and Procedure Manual, which contains policies and procedures related to LAFCO operations, application processing (Section IV), and environmental review (Section V). Upon approval of the SOI amendment and annexation, development of the Project Area would be under the purview of the City's General Plan and land use plan. However, **Table 4.10-3, County General Plan Consistency Analysis**, analyzes the Project's consistency with applicable policies related to annexations and cities' sphere of influence areas from the County's General Plan.

Table 4.10-3: County of San Bernardino General Plan Consistency Analysis

Applicable General Plan Policies	Consistency Determination
Land Use Element	
GOAL LU 9. Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.	
LU 9.4 Ensure land use proposals in sphere of influence (SOI) areas receive appropriate review.	<u>Consistent.</u> The Project Area is located within both unincorporated San Bernardino County and the City of Fontana's SOI, with the exception of 2.14 acres that are not within the City SOI. The Proposed Project would undergo environmental review by both the City, as lead agency, and the County of San Bernardino, as a responsible agency, to ensure compatibility with both City and County general plan policies.
Economic Development Element	
GOAL ED 17 Encourage joint city/county/LAFCO planning within city sphere of influence areas to achieve rational and efficient economic development.	
ED 17.2 Facilitate annexations that result in continuity of development and the extension of existing infrastructure.	<u>Consistent.</u> As detailed in Section 4.15, <i>Utilities and Service Systems</i> , the logistics facility would include on- and off-site utility connections to existing water, sewer, storm drain, and dry utility facilities that currently provide services to adjacent uses. The Project would also realign Lytle Creek Road to provide adequate curve radius and width for anticipated vehicular and truck use and construct a five-foot-wide sidewalk. As such, the Project would result in the continuity and extension of existing infrastructure in the Project vicinity.

Upon approval of the SOI amendment and annexation, development of the Project Area would be under the purview of the City's General Plan and land use plan. As such, **Table 4.10-4, City of Fontana General Plan Consistency Analysis**, analyzes the Project's consistency with applicable policies from the City's General Plan.

Table 4.10-4: City of Fontana General Plan Consistency Analysis

Applicable General Plan Policies	Consistency Determination
Community and Neighborhoods Chapter	
Goal 1 The integrity and character of historic structures, and cultural resources sites within the City of Fontana are preserved.	
Policy 3 Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.	<u>Consistent.</u> In accordance with Senate Bill 18 and Assembly Bill 52, the City notified Native American tribes of the Proposed Project and provided the opportunity to consult on the Project's potential impacts on tribal cultural resources in the Project Area. As detailed in Section 4.14, Tribal Cultural Resources, the San Manuel Band of Mission Indians responded and requested mitigation (in the form of Mitigation Measures TCR-1 and TCR-2) be incorporated into the Draft EIR to ensure Project impacts to known and unknown tribal

Applicable General Plan Policies	Consistency Determination
	cultural resources are reduced to less than significant levels.
Goal 3 Archaeological resources are protected and preserved.	
Policy 1 Collaborate with State archaeological agencies to protect resources.	<u>Consistent.</u> As detailed in Section 4.4, <i>Cultural Resources</i> , the cultural resources study did not identify any archaeological resources in the Project Area during the field investigation, and none are known to be associated with the Project Area. Nevertheless, Mitigation Measure CR-2 would address accidental discovery of any archaeological resources during Project construction.
Building a Healthier Fontana	
Goal 1 The average lifespan in Fontana consistently ranks within the top ten of all Southern California cities.	
Policy 5 Continue economic development efforts to develop a greater number and range of jobs in Fontana so as to reduce residents' need to commute out of the City. <i>(Also identified as an Environmental Justice Element policy)</i>	<u>Consistent.</u> From an environmental justice and economic development standpoint, the Project would develop a 1,175,720-square foot logistics facility that would generate substantial jobs in Fontana available to local residents in the area. By providing jobs within the community, the Project would help in reducing the need for residents to commute out of the City for jobs.
Policy 8 Strongly encourage efforts to improve the safety of all roadway users, especially pedestrians and bicyclists. <i>(Also identified as an Environmental Justice Element policy)</i>	<u>Consistent.</u> The Project is proposing a truck-only access road to the Logistics Site from a new Public Access Road off of Sierra Avenue while all other roadway users would access the Logistics Site via Lytle Creek Road from the west. By separating trucks from automobiles, pedestrians, and bicyclists, the Project would improve environmental justice as it relates to transportation and circulation safety.
Community Mobility and Circulation Chapter	
Goal 1 The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.	
Policy 1 Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways. <i>(Also identified as an Environmental Justice Element policy)</i>	<u>Consistent.</u> As stated above, the Project is proposing to realign a segment of Lytle Creek Road and construct a new Public Access Road to serve the Logistics Site. The realigned segment of Lytle Creek Road would be improved with 12-foot-wide travel lanes and five-foot-wide sidewalks. Additionally, a portion of the former Lytle Creek Road would be vacated but left in place for continued property access to adjacent parcels. According to the City's General Plan Circulation Element, Lytle Creek Road is classified as a four-lane Secondary Highway. Urban Crossroads completed an analysis in 2015 assessing the reclassification of Lytle Creek Road, from Sierra Avenue to Project's western boundary from a four lane Secondary Highway as currently designated to a two-lane undivided roadway. The analysis performed by Urban Crossroads indicated that no capacity issues are anticipated due to the proposed re-classification of Lytle Creek Road from Sierra Avenue to Project's western boundary.

Applicable General Plan Policies	Consistency Determination
	<p>To ensure safety, truck access to the Logistics Site would be limited to the Public Access Road off Sierra Avenue and no truck access would be permitted along the southern segment of Lytle Creek Road where it connects to the existing Coyote Creek Road and Monarch Hills residential area; refer to Exhibit 3.0-14, Proposed Circulation and Improvements. By separating trucks from automobiles, pedestrians, and bicyclists, the Project would improve environmental justice as it relates to transportation and circulation safety.</p>
Goal 2 Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.	
<p>Policy 1 Design roadway space for all users, including motor vehicles, buses, bicyclists, mobility devices (such as senior scooters), and pedestrians, as feasible and appropriate for the context. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent</u>. Refer to response to Community Mobility and Circulation Chapter, Goal 1, Policy 1.</p>
<p>Policy 2 Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent</u>. Refer to response to Community Mobility and Circulation Chapter, Goal 1, Policy 1.</p>
Infrastructure and Green Systems Chapter	
Goal 1 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.	
<p>Policy 1 Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.</p>	<p><u>Consistent</u>. A Water Quality Management Plan (WQMP) was prepared for the Project, which complies with the requirements of the San Bernardino County Code standards and the National Pollutant Discharge Elimination System Area-wide Stormwater Program (Order No. R8-2010-0036). Structural and non-structural and low impact development best management practices are identified in the WQMP and would be implemented to reduce Project impacts on water quality, protect downstream hydraulic conditions, and reduce Project-related stormwater pollutants.</p>
<p>Policy 2 Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.</p>	<p><u>Consistent</u>. Refer to response to Infrastructure and Green Systems Chapter, Goal 1, Policy 1.</p> <p>Additionally, the Project proposes to construct a three-acre on-site detention flood control/infiltration basin on the southeast portion of the Logistics Site. Stormwater would be collected from impervious areas and directed to the infiltration basin for both stormwater filtration and recharge opportunities.</p>
Noise and Safety Chapter	
Goal 1 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.	

Applicable General Plan Policies	Consistency Determination
<p>Policy 2 Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent.</u> The proposed industrial development would be sited adjacent to I-15, a major transportation corridor in the City and County. From an environmental justice standpoint, the proposed industrial development would not be located near noise-sensitive land uses, such as residences and schools, thereby limiting its impacts to Fontana's disadvantaged communities. With the realignment of Lytle Creek Road, truck traffic from the Project would be located a minimum of 325 feet from the nearest residential use. Moreover, given the Project Area's convenient access to I-15, truck travel on local streets would be minimal.</p>
<p>Policy 4 Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized in adjoining residential neighborhoods or noise-sensitive uses. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent.</u> The closest noise-sensitive receptors to the Project Area are existing residential uses along Lytle Creek Road to the northeast and west of the Project Area, approximately 150 to 760 feet away; refer to Table 4.11-3, Sensitive Receptors. As detailed in Section 4.10, Noise, Project construction and operational activities would not exceed established noise significance thresholds and impacts would be less than significant impact. As such, residential neighborhoods in the Project vicinity would not be negatively impacted by the Project. It should be noted that disadvantaged communities in the City are located predominantly in central and southern Fontana and thus, are not located in the Project area.</p>
<p>Goal 2 The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on residents through 2035.</p>	
<p>Policy 3 Noise-mitigation measures shall be included in the design of new roadway projects in the city. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent.</u> The Project includes improvements to existing and planned roadways in the site vicinity. As detailed in Section 4.10, Noise, construction and operations of the Logistics Site would result in less than significant impacts and no mitigation measures would be required. As such, the Project would not exacerbate existing noise conditions associated with any disadvantaged communities or sensitive receptors in Fontana.</p>
<p>Goal 3 City of Fontana residents are protected from the negative effects of "spillover" noise.</p>	
<p>Policy 1 Residential land uses and areas identified as noise-sensitive shall be protected from excessive noise from non-transportation sources, including industrial, commercial, and residential activities and equipment. <i>(Also identified as an Environmental Justice Element policy)</i></p>	<p><u>Consistent.</u> Refer to response to Noise and Safety Chapter Goal 2, Policy 4.</p>
<p>Goal 7 Threats to public and private property from urban and wildland fire hazards are reduced in the City of Fontana.</p>	

Applicable General Plan Policies	Consistency Determination
<p>Policy 1 The City shall require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.</p>	<p><u>Consistent.</u> The proposed logistics facility would be designed in compliance with San Bernardino County Code Title 6, Division 3, Chapter 1, California Building Code, which adopts by reference the 2016 California Building Standards Code. Additionally, Part 9 of the California Building Standards Code includes the California Fire Code. To offset the increased demand for fire protection services, the City would condition the Project to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.</p>
<p>Policy 2 The City shall ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times are adequate for all sections of the city.</p>	<p><u>Consistent.</u> Refer to response to Noise and Safety Chapter Goal 7, Policy 2. The Proposed Project would provide fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. These features would ensure that the Project provides fire infrastructure supportive of achieving the City's fire service and protection goals.</p> <p>In addition, the Project would be required to comply with the provisions of the City's Development Impact Fee program, which requires a fee payment to assist the City in providing fire protection services. Development of the Proposed Project would also increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by the Project, including fire protection services.</p>
<p>Goal 8 The potential for hazardous contamination is reduced in the City of Fontana.</p>	
<p>Policy 1 The City shall strive to reduce the potential for residents, workers, and visitors to Fontana from being exposed to hazardous materials and wastes.</p>	<p><u>Consistent.</u> Any handling, transporting, use, or disposal of hazardous materials associated with Project construction or operations would comply with all applicable federal, State, and local agencies and regulations, including the Environmental Protection Agency, the Resource Conservation and Recovery Act, Caltrans, and the Fontana Fire Protection District, which is part of the San Bernardino County Fire Department (the Certified Unified Program Agency for the County). Additionally, the Project would be required to implement Mitigation Measures HAZ-1 and HAZ-2, which would ensure appropriate procedures are taken during demolition of the residential units on-site should asbestos-containing materials or lead-based paints be present.</p>
<p>Land Use, Zoning, and Urban Design Chapter</p>	
<p>Goal 2 Fontana development patterns support a high quality of life and economic prosperity.</p>	
<p>Policy 3 Locate industrial uses where there is easy access to regional transportation routes.</p>	<p><u>Consistent.</u> The proposed logistics facility is located adjacent to I-15.</p>
<p>Goal 6 Expansion of Fontana's city limits through annexation has improved the entrance corridors.</p>	

Applicable General Plan Policies	Consistency Determination
Policy 1 Make strategic annexations to improve City control over the appearance and function of areas in the city limits.	<u>Consistent.</u> The vast majority of the Project Area is already located within the City's northern SOI. The Project is proposing to annex the 152-acre Project Area into the City's jurisdiction, which would allow the City to regulate development of the proposed logistics facility and ensure consistency with the City's General Plan and Development Code.
Goal 7 Public and private development meets high standards of design.	
Policy 1 Support high-quality development in design standards and in land use decisions.	<u>Consistent.</u> A Design Review is required and would evaluate the proposed site plan, site improvements, and building elevations (architecture) of the logistics facility to ensure consistency with applicable Development Code standards.

Source: Fontana 2018b.

As detailed above, with the requested entitlements and development of the logistics facility on the Logistics Site, the Project would be consistent with the City's General Plan goals and policies.

Development Code Consistency Analysis

As stated, the City's existing pre-zoning for the Project Area is Residential Estate (R-E) and Public Utility Corridor (P-UC). Only the Logistics Site (pre-zoned Residential Estate [R-E]) is proposed for development as a logistics facility; no changes are proposed to the Public Utility Corridor (P-UC) zoned parcels. However, the Residential Estate (R-E) zoning is intended for single-family housing and would not permit the proposed industrial use. Therefore, with the requested entitlements, under either Option 1 or Option 2, the Project would permit construction of the logistics facility.

Although not part of the Development Code, Municipal Code Chapter 28, Article III establishes the City's tree preservation ordinance. As detailed in Section 4.3, *Biological Resources*, the ordinance describes the preservation of heritage, significant, and specimen trees in the City and procedures to follow if any protected trees are proposed for removal. Implementation of Mitigation Measure BIO-1 would ensure project impacts to on-site Southern California black walnut (*Juglans californica*) are reduced to less than significant levels.

In addition, to ensure consistency with the Development Code, the Project requires a Development Agreement between the City and the Project Applicant for the proposed logistics facility development; a Design Review to ensure the proposed site plan, improvements, and building elevations (architecture) of the logistics facility are consistent with Development Code standards; and a Tentative Parcel Map to consolidate all parcels that make up the 76-acre Logistics Site into one parcel. Upon City approval of the Zone Change, Development Agreement, Design Review, and Tentative Parcel Map the Project would be consistent with the Development Code and impacts in this regard would be less than significant.

SCAG RTP/SCS Consistency Analysis

As stated above, SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2016 RTP/SCS. SCAG refers to CEQA Guidelines Section 15206 in determining whether a project meets the criteria to be deemed regionally significant. The Project would be considered regionally significant as it would meet the following criteria, requiring consistency review.

- (1) A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

The Project proposes General Plan Amendments to:

- Assign a General Plan land use designation of Residential Estate (R-E) to APN 0239-041-15 and to a portion of APN 0239-091-14;
- Change the General Plan land use designation of the Logistics Site from Residential Estate (R-E) to Light Industrial (I-L); and
- Change the General Plan Circulation Element designation for Lytle Creek Road from a four-lane Secondary Highway to a two-lane Collector.

Therefore, the requested entitlements of the Project is considered regionally significant and must demonstrate consistency with the 2016 RTP/SCS. **Table 4.10-5, SCAG Consistency Analysis**, provides an analysis of the Project's consistency with the applicable 2016 RTP/SCS goals and adopted growth forecasts. As concluded, the Project is consistent with the 2016 RTP/SCS goals and impacts would be less than significant impact in this regard.

Table 4.10-5: SCAG Consistency Analysis

SCAG RTP/SCS Goals	Consistency Determination
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	<u>Consistent</u> . The Project would allow development of a logistics facility, which would provide additional employment opportunities within the City and enhance the region's overall economic development and competitiveness.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	<u>Consistent</u> . As an individual industrial development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, at a local level, the Project proposes to realign a segment of Lytle Creek Road and improve the roadway with two 12-foot-wide travel lanes and five-foot-wide sidewalks; see Exhibit 3.0-14, Proposed Circulation and Improvements . The realigned roadway would connect to the existing Coyote Canyon Road, currently being improved and extended as part of the Monarch Hills Residential Development Project. The easternmost segment of Lytle Creek Road would also be realigned in conjunction with a new Public Access Road that would serve the proposed logistics facility. The new intersection of Lytle Creek Road and Sierra Avenue would be perpendicular with Sierra Avenue, rather than skewed as in the current condition, for improved area circulation. Additionally, a portion of the

SCAG RTP/SCS Goals	Consistency Determination
	former Lytle Creek Road would be vacated but left in place for continued property access to adjacent parcels, thereby allowing multiple access roads in the site vicinity.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	<u>Consistent</u> . As an individual industrial development, the Project is limited in its ability to ensure travel safety and reliability for people and goods in the SCAG region. However, at a local level, the realigned Lytle Creek Road would be re-designated from a Secondary Highway to a Collector and improved with wider travel lanes and sidewalks. The road would be designed in accordance with the City's Street Design Guidelines. Additionally, as shown on Exhibit 3.0-14, Proposed Circulation and Improvements , truck access to the Logistics Site would be limited to Lytle Creek Road from Sierra Avenue; no truck traffic would be allowed along the western end of Lytle Creek Road that connects to the Monarch Hills Residential Development Project area. This would ensure travel safety and reduce potential truck-vehicular access conflicts. Further, as stated above, a portion of the former Lytle Creek Road would be vacated but left in place for continued property access to adjacent parcels.
Goal 4: Preserve and ensure a sustainable regional transportation system.	<u>Consistent</u> . Refer to response to Goals 2 and 3.
Goal 5: Maximize the productivity of our transportation system.	<u>Consistent</u> . Refer to response to Goals 2 and 3.
Goal 6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<u>Consistent</u> . The Project would improve a segment of Lytle Creek Road along the western boundary of the Logistics Site with five-foot-wide sidewalks, which would facilitate pedestrian activity in the Project Area. While the Project itself, as a logistics facility development, would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	<u>Consistent</u> . The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage.
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	<u>Consistent</u> . The Project Area is surrounded predominantly by undeveloped, vacant, and open space land and there are no nearby transit stops. As such, there are limited opportunities for the Project to facilitate transit and active transportation in the site vicinity. Nevertheless, the Project would improve a segment of Lytle Creek Road with five-foot-wide sidewalks and would redesignate the roadway as a Collector, which are defined in the City's General Plan Circulation Element as roadways that connect local streets with secondary highways, allowing local traffic to access regional transportation facilities.

SCAG RTP/SCS Goals	Consistency Determination
Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable. This policy addresses the security of the regional transportation system, which is beyond the Proposed Project's scope.

Overall, potential Project impacts, would be less than significant with regard to conflicts with applicable land use plans, policies, or regulations.

Mitigation Measures

Refer to Mitigation Measure BIO-1.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.10-3 The project would potentially result in cumulative impacts to land use and planning.

Cumulative projects with the potential to be considered in a cumulative context with the Proposed Project's incremental contribution, and which are included in the analysis of cumulative impacts relative to land use and planning, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0, *Introduction to Environmental Analysis*, of this Draft EIR.

As discussed above, the Proposed Project would result in less than significant impacts in regard to physically dividing an established community, conflicting with the goals and policies of applicable land use plans (including the City's General Plan and Development Code, County's General Plan, and 2016 RTP/SCS)..

With regards to physically dividing an established community, cumulative impacts would be site specific and limited to areas in close proximity to the Project Area. The closest cumulative project to the Project Area is the Monarch Hills Residential Development Project, to the southwest of the Project Area along Lytle Creek Road; refer to **Exhibit 4.0-1, Cumulative Projects**. Development of the Monarch Hills Residential Development Project also would not physically divide any established communities; instead, it would connect to the existing Coyote Canyon residential area further southwest of the Project Area. As such, the Project would not result in cumulatively considerable impacts in this regard.

Future cumulative projects would also undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use, zoning, and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zone(s). As with the Proposed Project, each project would be analyzed to determine potential

conflicts with the applicable goals and policies of the applicable land use plans. Thus, the Project would not result in cumulatively considerable impacts.

Therefore, the Project would have a less than significant cumulative impact in this regard. Overall, cumulative land use and planning impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measure BIO-1.

Level of Significance After Mitigation

Impacts would be less than significant.

4.11 Noise

This section addresses potential noise impacts that may result from construction and/or operation of the Proposed Project. The following discussion addresses the existing noise conditions in the Project Area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable.

The analysis in this section is based on an acoustical analysis conducted by Michael Baker International (2018). The acoustical analysis, noise measurement data and computer modeling worksheets are included in **Appendix H**.

4.11.1 Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Standard Unit of Measurement

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated in **Exhibit 4.11-1, Typical Community Noise Levels**.

Table 4.11-1, Noise Descriptors, lists various methods to measure sound over a period of time.

Table 4.11-1: Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).

Term	Definition
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (Lmax)	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (Lmin)	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (Ldn)	The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the US Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leqs for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (Ln)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L01, L10, L50, L90, respectively) of the time during the measurement period.

Source: Harris 1979

Exhibit 4.11-1 Typical Community Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2013b

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed.

Sound levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Health Effects of Noise

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, nonacoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude toward the source and those associated with it, and the predictability of the noise, all influence response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses would range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is better, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, as described above. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-induced hearing loss
- Interference with communication
- Effects of noise on sleep
- Effects on performance and behavior
- Extra-auditory health effects
- Annoyance

Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by nonoccupational sources.

According to the US Public Health Service, nearly 10 million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proven to be one of the most important components of noise-related annoyance.

Noise-induced sleep interference is another critical component of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and nonoccupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety,

decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but continued exposure in laboratory animals has revealed some effects to be chronic.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one’s peace of mind and the enjoyment of one’s environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the US Department of Transportation, the relationship between the effects of annoyance and the community were quantified. In areas where exterior noise levels were consistently above 60 dBA community noise equivalent level (CNEL), approximately 9 percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

4.11.2 Fundamentals of Environmental Groundborne Vibration

Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints. **Table 4.11-2** displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in **Table 4.11-2** should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches

perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 4.11-2: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Human Reaction	Effect on Buildings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage
0.2	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.1	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.08	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.006–0.019	Range of threshold of perception	Vibrations unlikely to cause damage of any type

Source: Caltrans. 2013. Transportation and Construction Vibration Guidance Manual

4.11.3 Existing Conditions

Introduction

The 152-acre Project Area is generally bounded by Lytle Creek Road to the northwest, California Department of Transportation (Caltrans) right-of-way to the southeast associated with Interstate 15 (I-15), and private, mostly vacant lands to the northeast and south. The primary noise source affecting the Project Area is traffic from I-15.

Noise-Sensitive Receptors

Noise-sensitive land uses are those that may be subject to stress and/or interference from excessive noise. Typically, residential uses are considered noise-sensitive receptors. Other noise-sensitive land uses include public schools, hospitals, and institutional uses such as churches, museums, and private schools. Industrial and commercial land uses are generally not considered sensitive to noise.

Distances were measured from the edge of the Logistics Facility construction limits of the Logistics Site to the nearest outdoor living area. The nearest residential land use is located approximately 150 feet northeast of the Logistics Site. Monarch Hills is an approved residential community that will be constructed west of the Logistics Site. At the time this study was prepared, the Monarch Hills has not begun construction. However, since the residential community has been approved, the nearest residential property based on site plans was included in the analysis. The nearest school, Kordyak Elementary School is located

4,000 feet to the southeast, on the opposite side of I-15. Sensitive receptors within one mile of the Logistics Site are listed in **Table 4.11-3, Sensitive Receptors. Exhibit 4.11-2, Noise Measurement and Modeling Locations** identifies the locations of sensitive receptors as Noise Modeling Locations.

Table 4.11-3: Sensitive Receptors

ID	Type	Name	Distance from Project Site ¹	Direction from Project Site	Address ²
1	Residential	Existing Residential Uses	660 feet	Northeast	3788 Lytle Creek Road
2			410 feet	Northeast	3870 Lytle Creek Road
3			150 feet	Northeast	3920 Lytle Creek Road
4			200 feet	Northeast	3945 Lytle Creek Road
5			330 feet	West	4329 Lytle Creek Road
6			590 feet	West	4489 Lytle Creek Road
7			760 feet	West	4385 Lytle Creek Road
8			5,300 feet	Southwest	4721 Hawke Ridge Avenue
9		Future Residential Use	1,500 feet	West	Eastern most Future Monarch Hills Residence
10	School	Kordyak Elementary School	3,300 feet	Southeast	4580 Mango Avenue

Note:

Distances are measured from the edge of the Logistic Facility construction limits to the nearest outdoor living area.

Residential addresses based on County parcel data

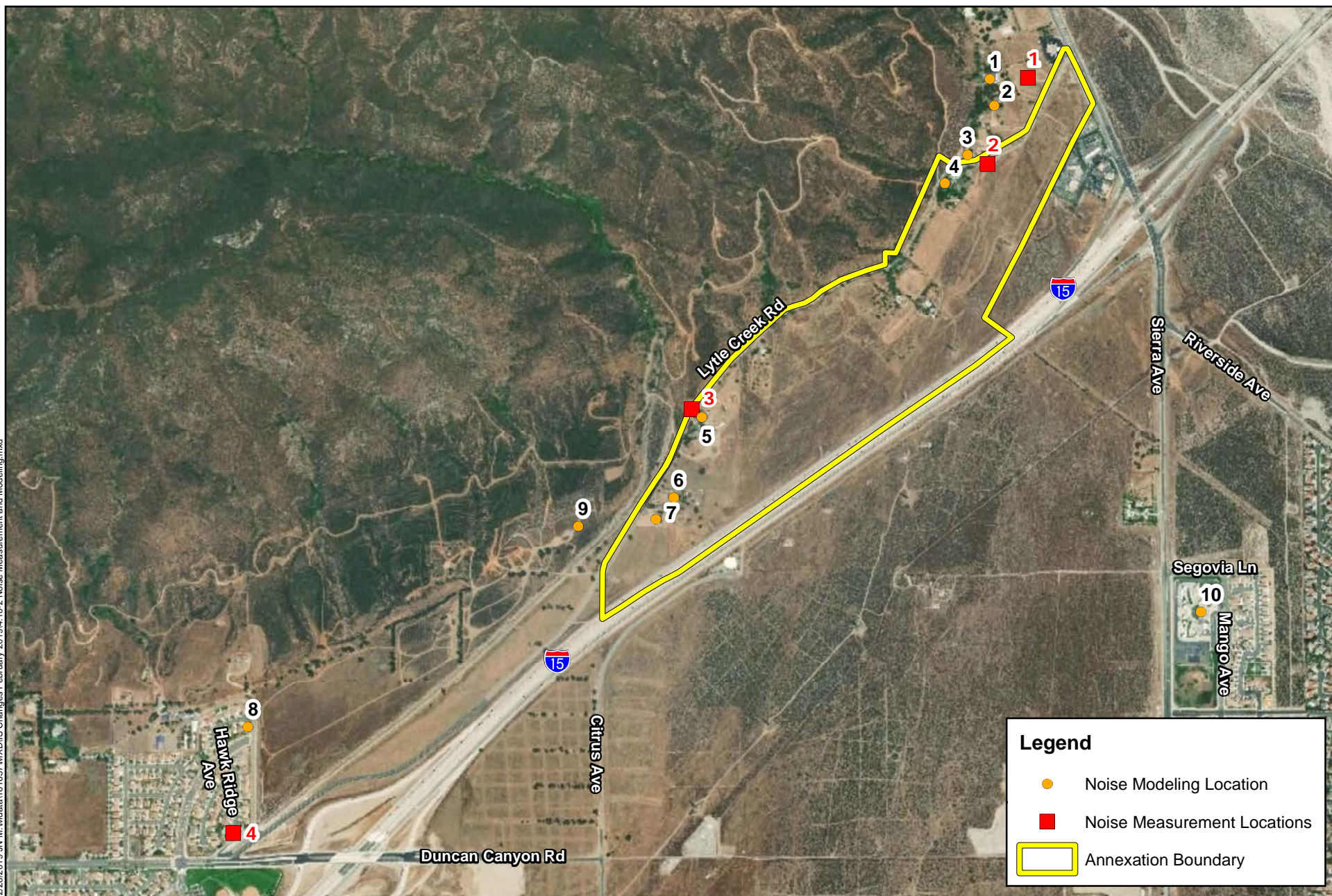
Source: Google Earth

4.11.4 Existing Ambient Noise Levels

Regional noise sources include traffic-related noise on roadways and highways, airplanes flying overhead, and noise associated with typical residential development (e.g., people talking, dogs barking, children playing, yard maintenance equipment). Sound is affected by distance from the source, surrounding obstacles, and atmospheric properties.

In order to quantify existing ambient noise levels in the Project Area, noise measurements were taken at four locations on May 3, 2018; refer to **Exhibit 4.11-2, Noise Measurement and Modeling Locations**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken, between 10:00 a.m. and 11:00 a.m., at each site during the day. Short-term (Leq) measurements are considered representative of the noise levels in the Project vicinity. The average noise levels and sources of noise measured at each location are shown in **Table 4.11-4, Noise Measurements**. The existing daytime noise levels ranged from 53.6 to 62.0 dBA Leq.

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Table 4.11-4: Noise Measurements

ID	Location	Run Time	Primary Noise Sources	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)
1	Off Lytle Creek Road and Sierra Avenue, in a lot adjacent to the Valero gas Station	5/3/2018 10:02 a.m.	I-15 traffic	55.1	51.0	74.0	95.6
2	Off Lytle Creek Road, across from address 3920 Lytle Creek Road, across from the 25-mph sign	5/3/2018 10:17 a.m.	I-15 traffic, traffic on Lytle Creek Road, neighbors working on cars	57.4	51.6	72.8	92.2
3	Off Lytle Creek Road, by address 4489 Lytle Creek Road, and by entrance to canyon	5/3/2018 10:36 a.m.	I-15 traffic, traffic on Lytle Creek Road, tractor on neighbor's property	62.0	55.3	82.8	99.2
4	At the end of Hawk Ridge Avenue cul-de-sac, next to fire hydrant	5/3/2018 10:54 a.m.	I-15 traffic and dogs barking	53.6	47.3	73.3	95.2

Source: Michael Baker International 2018, **Appendix H**.

The Project Area is subject to typical suburban and semi-rural noises, such as noise generated by traffic and day-to-day outdoor activities. Noise around the Project Area is the cumulative effect of noise from transportation activities and stationary sources. "Transportation noise" typically refers to noise from automobile use, trucking, airport operations, and rail operations. "Stationary noise" typically refers to noise from sources such as heating, ventilation, and air conditioning (HVAC) systems, compressors, landscape maintenance equipment, or machinery associated with local industrial or commercial activities. The main sources of noise for the Project site were the constant traffic along I-15 and the occasional traffic on Lytle Creek Road.

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Project traffic impact analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average noise rates used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

Table 4.11-5, Existing Traffic Noise Levels summarizes the modeled existing traffic noise at 75 feet from the centerline of each Project roadway and lists distances from the roadway centerline to the 65 dB, 60 dB, and 55 dB CNEL traffic noise contours.

Table 4.11-5: Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 75 Feet from Roadway Segment (CNEL)	Distance from Roadway Centerline to CNEL		
			65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour
Lytle Creek Road					
Duncan Canyon Road to Existing Lytle Creek Road	180	50.2	—	—	—
Existing Lytle Creek Road to Proposed Project Driveway	400	53.7	—	—	55'
Proposed Project Driveway to Public Access Road	400	53.7	—	—	55'

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level,
 “—” = contour is located within roadway right-of-way
 Source: Michael Baker International. 2018. I-15 Logistics Facility

4.11.5 Regulatory Framework

Federal

The US Environmental Protection Agency (EPA) offers guidelines for community noise exposure in Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 decibels day-night level (dB Ldn) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB Ldn are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State

The state Office of Planning and Research’s Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. **Table 4.11-6, Land Use Compatibility for Community Noise Environments**, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution.

Table 4.11-6: Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential - Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging - Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

NA: Not applicable; L_{dn}: average day/night sound level; CNEL: community noise equivalent level

Notes:

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Office of Planning and Research 2017 General Plan Guidelines, Appendix D: Noise Element Guidelines

Local

County of San Bernardino 2007 General Plan

The purpose of the General Plan Noise Element is to limit the exposure of the community to excessive noise levels. The County of San Bernardino 2007 General Plan includes the following goals applicable to the Project.

Goal N 1 The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas

within the County where the present noise environment is within acceptable limits.

Goal N 1.5 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.

Goal N 2 The County will strive to preserve and maintain the quiet environment of mountain, desert and other rural areas.

County of San Bernardino Municipal Code

Chapter 83.01.080, General Performance Standards – Noise

(b) *Noise Impacted Areas.* Areas within the County shall be designated as “noise-impacted” if exposed to existing or projected future exterior noise levels from mobile or stationary sources exceeding the standards listed in Subdivision (d) (Noise Standards for Stationary Noise Sources) and Subdivision (e) (Noise Standards for Adjacent Mobile Noise Sources), below. New development of residential or other noise-sensitive land uses shall not be allowed in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to these standards. Noise-sensitive land uses shall include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses.

(c) *Noise Standards for Stationary Noise Sources.*

(1) *Noise Standards.* Table 83-2 (Noise Standards for Stationary Noise Sources) (see **Table 4.11-7, Noise Standards for Stationary Noise Sources**, below) describes the noise standard for emanations from a stationary noise source, as it affects adjacent properties:

Table 4.11-7: Noise Standards for Stationary Noise Sources

Affected Land Uses (Receiving Noise)	7:00 a.m. – 10:00 p.m. (Leq)	10:00 p.m. - 7:00 a.m. (Leq)
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

(2) *Noise Limit Categories.* No person shall operate or cause to be operated a source of sound at a location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by the person, which causes the noise level, when measured on another property, either incorporated or unincorporated, to exceed any one of the following:

- (A) The noise standard for the receiving land use as specified in Subdivision (b) (Noise-Impacted Areas), above, for a cumulative period of more than 30 minutes in any hour.
- (B) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour.
- (C) The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour.
- (D) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour.
- (E) The noise standard plus 20 dB(A) for any period of time.

(d) *Noise Standards for Adjacent Mobile Noise Sources.* Noise from mobile sources may affect adjacent properties adversely. When it does, the noise shall be mitigated for any new development to a level that shall not exceed the standards described in the following Table 83-3 (Noise Standards for Adjacent Mobile Noise Sources) (see **Table 4.11-8, Noise Standards for Adjacent Mobile Noise Sources**, below).

Table 4.11-8: Noise Standards for Adjacent Mobile Noise Sources

Categories	Uses	Ldn (or CNEL) dBA	
		Interior ¹	Exterior ²
Residential	Single and multi-family, duplex, mobile homes	45	60 ³
Commercial	Hotel, motel, transient housing	45	60 ³
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Notes:

1. The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.
2. The outdoor environment shall be limited to:
 - Hospital/office building patios
 - Hotel and motel recreation areas
 - Mobile home parks
 - Multi-family private patios or balconies
 - Park picnic areas
 - Private yard of single-family dwellings
 - School playgrounds
3. An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

(e) Increases in Allowable Noise Levels. If the measured ambient level exceeds any of the first four noise limit categories in Subdivision (d)(2), above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category in Subdivision (d)(2), above, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

City of Fontana General Plan Update 2015-2035

The purpose of the City of Fontana General Plan Noise and Safety Element is to identify potential noise problems in the community and provide an integrated approach to regulating noise.

Goal 8	The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.
Policy 8.1	New sensitive land uses shall be prohibited in incompatible areas.
Policy 8.2	Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise producing, such as transportation corridors.
Policy 8.3	Where sensitive uses are to be placed along transportation routes, mitigation shall be provided to ensure compliance with state-mandated noise levels.
Policy 8.4	Noise spillover or encroachment from commercial, industrial, and education land uses shall be minimized in adjoining residential neighborhoods or noise-sensitive uses.
Goal 9	The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on residents through 2035.
Policy 9.1	All noise sections of the State Motor Vehicle Code shall be enforced.
Policy 9.2	Roads shall be maintained such that the paving is in good condition and free from cracks, bumps, and potholes.
Policy 9.3	Noise-mitigation measures shall be included in the design of new roadway projects in the city.
Goal 10	City of Fontana residents are protected from the negative effects of “spillover” noise.
Policy 10.1	Residential land uses and areas identified as noise-sensitive shall be protected from excessive noise from non-transportation sources, including industrial, commercial, and residential activities and equipment.

City of Fontana Municipal Code

Chapter 18, Article II. Section 18-63. – Prohibited Noises

(b) The following acts, which create loud, excessive, impulsive or intrusive sound or noise that annoys or disturbs persons of ordinary sensibilities from a distance of 50 feet or more from the edge of the property, structure or unit in which the source is located, are declared to be in violation of this article.

Section 18-63(b)(6) Loading, unloading or opening boxes. The creation of load, excessive or intrusive and excessive noise in connection with loading or unloading of any vehicle or the opening and destruction of bales, boxes, crates and containers.

Section 18-63(b)(7) Construction or repairing of buildings or structures. The erection (including excavating), demolition, alteration or repair of any building or structure other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or structure or the excavation of streets and highways within the hours of 6:00 p.m. and 7:00 a.m., and if he shall further determine that loss or inconvenience would result to any party in interest, he may grant permission for such work to be done on weekdays within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work.

Section 18-63(b)(8) Noise near schools, courts, place of worship or hospitals. The creation of any loud, excessive, impulsive or intrusive noise on any street adjacent to any school, institution of learning, places of worship or court while the premises are in use, or adjacent to any hospital which unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital; provided conspicuous signs are displayed in such streets indicating that the street is a school, hospital or court street.

Chapter 30, Article V. Division 6, Sec. 30-182. - Noise

(a) No use shall create or cause to be created any sound that exceeds the ambient noise standards outlined in **Table 4.11-9**.

(b) No use shall create or cause creation of noise from a portable electronic device such as a car stereo, portable radio and/or cassette/compact disc player or similar device which exceeds the ambient noise standards outlined in **Table 4.11-9**.

Table 4.11-9: Noise Standards

Location of Measurement	Maximum Allowable	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
All Residential Zoning Districts		
Interior	45 dB	45 dB
Exterior	65 dB	65 dB

Source: Fontana Municipal Code, Chapter 30, Article V. Division 6, Sec. 30-182. - Noise

Chapter 30, Article V. Division 6, Sec. 30-183. - Vibration

No use shall create or cause to be created any activity that causes a vibration that can be felt beyond the property line with or without the aid of an instrument.

Chapter 30, Article VII. Division 6, Sec. 30-259. – Noise and Vibration

- (a) Noise levels. No person shall create or cause to be created any sound which exceeds the noise levels in this section as measured at the property line of any residentially zoned property: (1) The noise level between 7:00 a.m. and 10:00 p.m. shall not exceed 65 db(A). (2) The noise level between 10:00 p.m. and 7:00 a.m. shall not exceed 70 db(A).
- (b) Noise measurements. Noise shall be measured with a sound level meter that meets the standards of the American National Standards Institute (ANSI) Section SI4-1979, Type 1 or Type 2. Noise levels shall be measured using the "A" weighted sound pressure level scale in decibels (reference pressure = 20 micronewtons per meter squared).
- (c) Vibration. No person shall create or cause to be created any activity which causes a vibration which can be felt beyond the property line of any residentially zoned property with or without the aid of an instrument.

4.11.6 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on noise if it would do any of the following:

1. 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.
2. Generation of excessive groundborne vibration or groundborne noise levels.
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

4.11.7 Impact Analysis and Mitigation

EXCEED STANDARDS

Impact 4.11-1 The project would potentially generate a substantial temporary or permanent increase in noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project Construction

Construction activities for the Logistics Facility and Lytle Creek Road realignment would occur in a single phase and would include demolition, site preparation, grading, paving, building construction, and the application of architectural coatings. Groundborne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in **Table 4.11-10, Maximum Noise Levels Generated by Construction Equipment**. It should be noted that the noise levels identified in **Table 4.11-10** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.11-10: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note: 1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power

Source: FHWA. 2006. Construction Noise Handbook

Using the FHWA’s Roadway Construction Noise Model and construction information, the estimated noise levels from construction were calculated for a number of modeling points as shown in **Exhibit 4.11-2**. These points were selected based on outdoor living areas such as residential patios and outdoor recreation areas. **Table 4.11-11, Logistics Facility Construction Noise Model Results Summary**, shows estimated noise levels for construction activities at a range of sites if all equipment were operated at the same time. Construction activities would occur throughout the Project site and would not be concentrated at a point closest to receptor, therefore distances were measured from the center of the construction area. The FHWA model inputs and outputs for all of the receptor sites are provided in **Appendix H**.

Table 4.11-11: Logistics Facility Construction Noise Model Results Summary

ID	Land Use	Demolition (dBA)	Site Preparation (dBA)	Grading (dBA)	Construction (dBA)	Paving (dBA)
1	Residential	51.0	52.2	53.4	52.3	50.7
2	Residential	51.7	52.8	54.0	53.0	51.3
3	Residential	53.5	54.7	55.9	54.8	53.2
4	Residential	54.9	56.1	57.3	56.2	54.6
5	Residential	59.7	60.9	61.5	60.1	59.4
6	Residential	53.9	55.0	56.2	55.2	53.5
7	Residential	52.9	54.1	55.3	54.2	52.5
8	Residential	42.2	43.3	45.2	44.3	41.8
9	Vacant (Future Residential)*	50.8	52.0	53.2	52.1	50.5
10	School	46.4	47.6	49.4	48.5	46.1

Notes: * Monarch Hills Residential Community will be constructed after the project is completed
Source: Michael Baker International 2018, **Appendix H**

As shown in **Table 4.11-11**, the highest noise levels are expected to occur during grading activities. Noise levels during grading would range from 61.5 dBA at the nearest residential property to 45.2 dBA at the most distant residential property, which is below the highest measured ambient noise level in the Project vicinity (refer to **Table 4.11-4, Noise Measurements**). It is noted that construction traffic (e.g., vehicle trips from vendors, workers, and hauling activities) would result in short-term, intermittent periods increased noise levels in the Project vicinity. However, due to the temporary and sporadic nature of construction traffic, the noise levels shown in **Table 4.11-11** are considered worst-case due to the duration and frequent use of use heavy construction equipment at the Project site. Further, the City’s Noise Ordinance does not have specific construction noise limits. In addition, all construction activities would comply with Fontana’s Municipal Code which limits construction to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays, except in cases of emergency. Therefore, noise impact from short-term construction activities would be less than significant following compliance with the City’s allowable construction hours.

Project Operations

Off-Site Mobile Noise

The Project would generate traffic along Lytle Creek Road. Traffic noise modeling was conducted for the Proposed Project using the traffic volumes from the Project's traffic impact analysis report and the FHWA's RD-77-108 traffic noise model. The noise model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The noise modeling input and output files are included in **Appendix H**.

Future development generated by the Proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the Traffic Impact Study, the Proposed Project would result in approximately 2,046 new daily trips. The opening year "Future Without Project" and "Future With Project" scenarios are compared in **Table 4.11-12** for 2018 (Opening Year). The traffic noise levels in 2040 for "Future Without Project" and "Future With Project" scenarios are compared in **Table 4.11-13** for 2040 (Horizon Year). As depicted in **Table 4.11-12**, under the "Future Without Project" scenario, noise levels would range from approximately 63.0 to 66.2 dBA CNEL, with the highest noise levels (66.2 dBA CNEL) occurring on portion of Lytle Creek Road between Duncan Canyon Road and the annexation boundary. Under both scenarios, "Future With Project" and "Future Without Project" traffic noise levels would fall within the "Conditionally Acceptable" land use compatibility range for residential properties (see **Table 4.11-6**). The nearest residential properties are located 100 feet from the roadway center line which would fall within the 65 CNEL noise contour.

The "Future With Project" scenario noise levels would range from approximately 64.8 to 66.4 dBA CNEL. The highest noise levels would occur on the re-aligned Lytle Creek Road between Duncan Canyon Road and the existing Lytle Creek Road; noise levels at this location would increase by 0.2 dBA CNEL as a result of the Proposed Project. The greatest change in noise levels would occur on Lytle Creek Road between the public access road and Sierra Avenue, where noise would increase by 1.8 dBA CNEL, from 63.0 dBA CNEL to 64.8 dBA CNEL, which is not considered a perceptible increase (i.e., a 3 dB or higher increase is considered "perceptible"). Therefore, the Project would not increase traffic noise by a perceptible amount (3.0 dBA or more), and operational traffic volumes would not significantly contribute to existing traffic noise in the area. Project-related future traffic noise would be less than significant.

Table 4.11-12: Opening Year Traffic Noise Levels

Roadway Segment	Opening Year Without Project					Opening Year With Project					Difference In dBA @ 75 Feet from Roadway
	ADT	dBA @ 75 Feet from Roadway Centerline	Distance from Roadway Centerline			ADT	dBA @ 75 Feet from Roadway Centerline	Distance from Roadway Centerline			
			65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour			65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour	
Lytle Creek Road											
Duncan Canyon Road to Existing Lytle Creek Road	7,840	66.7	111'	352'	1,114'	7,250	66.9	115'	364'	1,050'	0.2
Existing Lytle Creek Road to Proposed Project Driveway	6,440	65.8	89'	282'	891'	5,470	65.9	93'	293'	926'	0.1
Proposed Project Driveway to Public Access Road	3,700	63.3	51'	162'	512'	5,900	64.1	61'	192'	606'	0.8
Public Access Road to Sierra Avenue	3,910	63.6	54'	171'	541'	5,180	66.0	94'	297'	938'	2.6

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level,
 “—” = contour is located within roadway right-of-way

Source: Michael Baker International 2018, **Appendix H**

Table 4.11-13: Future - Horizon Year 2040 Project Traffic Noise Levels

Roadway Segment	Without Project - Horizon Year 2040					With Project - Horizon Year 2040					Difference In dBA @ 75 Feet from Roadway
	ADT	dBA @ 75 Feet from Roadway Centerlin e	Distance from Roadway Centerline (Feet)			ADT	dBA @ 75 Feet from Roadway Centerlin e	Distance from Roadway Centerline (Feet)			
			65 CNEL Noise Contour	60 CNEL Noise Contou r	55 CNEL Noise Contour			65 CNEL Noise Contour	60 CNEL Noise Contou r	55 CNEL Noise Contou r	
Lytle Creek Road											
Duncan Canyon Road to Existing Lytle Creek Road	8,430	67.0	120'	379'	1,198'	8,680	67.2	123'	390'	1,234'	0.2
Existing Lytle Creek Road to Proposed Project Driveway	6,740	65.9	93'	295'	933'	6,990	66.1	97'	306'	968'	0.2
Proposed Project Driveway to Public Access Road	6,740	65.9	93'	295'	933'	7,420	66.4	103'	325'	1,027'	0.1
Public Access Road to Sierra Avenue	5,050	64.7	70'	221'	699'	6,790	66.0	94'	297'	940'	1.3

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level,
“—” = contour is located within roadway right-of-way

Source: Michael Baker International 2018, **Appendix H**

The nearest sensitive receptor to the Lytle Creek Road realignment would be the residential property located at noise modeling location #2, approximately 350 feet from the roadway realignment centerline. This sensitive receptor is located within the “Public Access Road to Sierra Avenue” roadway segment identified in **Table 4.11-12** and **Table 4.11-13**. Noise levels at modeling location #2 under Opening Year With Project and Horizon Year With Project conditions would fall within the 55-60 dBA CNEL noise contour and would be below the City’s exterior noise threshold of 65 dBA. These With Project noise levels would not be significantly greater than the existing noise levels at noise measurement location #1 (55.1 dBA, refer to **Table 4.11-4**) which is located near receptor #2. In addition, noise levels at this receptor would also be within the 55-60 dBA CNEL noise contour under Opening Year Without Project and Horizon Year 2040 Without Project conditions.

On-Site Operations Noise

Trucks, passenger vehicles, parking lot activities, and ancillary equipment such as forklifts and HVAC equipment would create noise during on-site operations. The operations would be typical of warehouse/distribution center use. The nearest residence in the vicinity of the Logistics Site are located approximately 1,500 feet from the center of the logistics center and approximately 500 feet from the nearest side of the building, to the east. Refrigerated trucks (which have an additional auxiliary cooling system which could result in higher individual truck noise levels) are not anticipated as part of this Project.

Project Mechanical Equipment

On average, HVAC equipment generates noise levels between 50 and 60 dBA at 50 feet from the source (Noise Navigator, 2015). This level of stationary source noise is acceptable per the noise standards influencing the Project. Furthermore, project HVAC units would be included on the roof of the structure, likely located toward the center of the structure, making the nearest homes to the HVAC units greater than 50 feet away. On-site HVAC units and associated equipment attached to project structures would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise—all in accordance with the City of Fontana noise emissions requirements—to ensure that such equipment does not exceed allowable noise limits. Thus, through compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant.

Slow-Moving Trucks

The proposed Project would include deliveries from slow-moving heavy-duty diesel trucks. Typically, slow movements from these trucks can generate a maximum noise level of approximately 79 dBA at a distance of 50 feet.¹ These are levels generated by a truck that is operated by a typically experienced driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be

¹ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

achieved, but would not be considered representative of a nominal truck operation. Primary truck access would occur along Lytle Creek road/the new Public Access Road near the northern boundary of the Logistics Site. The nearest sensitive receptor (i.e., a residence) would be located approximately 330 feet west of the realigned Lytle Creek Road where slow-moving trucks would access the Logistics Site. At this distance, noise levels from slow-moving trucks would be approximately 58.5 dBA,² which is below the County's maximum allowable noise limit for residential uses of 65 dBA for adjacent mobile noise sources and the City's 65 dBA residential exterior noise maximum. In addition, interior noise levels from slow-moving trucks at the nearest residence would be approximately 38.5 dBA,³ which is below the County's allowable interior standard of 45 dBA. As such, noise levels from slow-moving trucks would be less than significant.

Loading Bay Operations

On-site truck operations would be considered a stationary noise source subject to the City's noise regulation limitations. The Project anticipates 24-hour operation, most operations would be conducted during daytime business hours (here assumed to be 7:00 a.m. to 6:00 p.m.) however some degree of operation will take place on site between 6:00 p.m. and 7:00 a.m.

Noise measurements at a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales, Macy's truck transfer yard) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA at a distance of 50 feet (Wilder, 2000).

For purposes of this impact assessment, the Proposed Project is projected to accept up to 317 trucks per day based on the Traffic Study and would experience a peak of 69 truck trips during the peak hour of traffic. By state law, diesel trucks are prohibited from idling for more than five minutes at any one location. Additionally, it is assumed for this assessment that the maneuvering operation for any given truck would take no more than three to five minutes. Thus, the combination of maneuvering and parking and idling near or in the Project's loading bays would take a maximum of 10 minutes per truck trip.

For the purposes of this analysis, distances to receptors were measured from the nearest loading bay dock door (located on either the north side or the south side of the building, depending which is closer). Based on the site plans, the nearest noise-sensitive receptor (single-family residence #5) is approximately 550 feet from the nearest loading bay. This residence would experience approximately 21 dB of sound reduction due to distance

² Assuming a noise attenuation rate of 7.5 dBA for each doubling of distance over "soft" surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees similar to the surface north of Lytle Creek Road) for a moving point source. California Department of Transportation, *Technical Noise Supplement*, 2009.

³ Assuming a 20-dBA outdoor-indoor noise attenuation rate per the U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009, page 14 (i.e., 62.1 dBA – 20 dBA = 42.1 dBA).

attenuation (considering an attenuation rate of 6 dB per doubling distance) Therefore, the noise levels experienced at the nearest sensitive receptors from on-site loading bay activities would be approximately 52 dBA (i.e., 73 dBA – 21 dBA = 52 dBA). As described in Table 4.11-7, the San Bernardino County Municipal Code states that the standard for stationary noise sources is 55 dBA between 7:00 a.m. and 10:00 p.m. The City’s standard is 65 dBA for residential exteriors. Therefore, the noise generated by loading bay activities would be less than significant.

Parking Lot Noise

The project would include surface lot vehicle parking stalls near the perimeter of the project site. Noise associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.11-14, Typical Noise Levels Generated by Parking Lots.

Table 4.11-14: Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA Leq
Car starting	60 dBA Leq
Car idling	53 dBA Leq
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

As shown in Table 4.11-14, parking lot activities can result in noise levels up to 61 dBA at a distance of 50 feet. The nearest sensitive receptor (a residence) is located approximately 290 feet from the proposed surface parking area(s). At this distance, maximum parking lot noise levels would be approximately 45.7 dBA, which is well below the City’s and County’s exterior noise standards. Therefore, parking lot noise associated with the project is not expected to exceed the City’s or County’s noise standards and would not introduce a new noise source compared to existing conditions. Impacts would be less than significant in this regard.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

GROUNDBORNE VIBRATION

Impact 4.11-2 The Project would generate excessive groundborne vibration or groundborne noise levels.

Construction

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). This impact discussion utilizes Caltrans's recommended standard of 0.2 in/sec PPV with respect to the prevention of structural damage for normal buildings and human annoyance. **Table 4.11-15** displays vibration levels for typical construction equipment.

Table 4.11-15: Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 50 feet (inches/second) ¹	Approximate peak particle velocity at 120 feet (inches/second) ¹
Large bulldozer	0.089	0.031	0.008
Loaded trucks	0.076	0.027	0.007
Small bulldozer	0.003	0.001	0.0003

Notes:

1 – Calculated using the following formula:

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

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
 PPV (ref) = the reference vibration level in in/sec at 25 feet from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
 D = the distance from the equipment to the receiver

Source: FTA. 2006. Transit Noise and Vibration Impact Assessment Guidelines

The nearest structure is approximately 150 feet from the logistic center site construction limits and 120 feet from the centerline of the new road alignment. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Based on the vibration levels presented in **Table 4.11-15**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.089 in/sec peak particle velocity at 25 feet. Therefore, the use of virtually any type of construction equipment would most likely not result in a groundborne vibration velocity level above 0.2 in/sec and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this would be a temporary impact and would cease completely when construction ends. Once operational, the Project would not be a source of groundborne vibration. Impacts would be less than significant.

Operation

Operation of the Project would not generate substantial levels of vibration due to the lack of vibration-generating sources and therefore is not analyzed.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

AIRPORT NOISE

Impact 4.11-3	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, the project would potentially expose people residing or working in the project area to excessive noise levels.
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The nearest major commercial airport is the Ontario International Airport. The Project is located approximately 12 miles northeast of the airport and is not within the Airport Influence Area or Noise Impact Zones. In addition, the Project Area is not located within the vicinity of a private airstrip. This Project would not expose people residing or working in the Project Area to excessive noise levels associated with aircraft. Project impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.11-4	The project would potentially result in cumulative impacts to noise.
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A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative with Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

- **Combined Effect.** The cumulative with project noise level (“Future with Project”) would cause a significant cumulative impact if (1) a 3.0 dB increase over existing conditions occurs and (2) the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the Proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Proposed Project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.
- **Incremental Effects.** The “Future with Project” causes a 1.0 dBA increase in noise over the “Future without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Proposed Project and growth due to occur in the Project site’s general vicinity would contribute to cumulative noise impacts. **Table 4.11-16, Cumulative Noise Analysis**, lists the traffic noise effects along roadway segments in the Project vicinity for “Existing,” “Future without Project,” and “Future with Project,” conditions, including incremental and net cumulative impacts.

Table 4.11-16: Cumulative Noise Analysis

Roadway Segment	Existing	Future (2040) without Project	Future (2040) with Project	Combined Effects		Incremental Effects	Cumulatively Significant Impact?
	dBA @ 75 Feet from Roadway Centerline	dBA @ 75 Feet from Roadway Centerline	dBA @ 75 Feet from Roadway Centerline	Difference In dBA Between Existing and Future with Project / Greater than 3.0 dBA?	Does Future with Project Exceed Standard at Nearest Sensitive Use?	Difference In dBA Between Future without Project and Future with Project / Greater than 1.0 dBA?	
Lytle Creek Road							
Duncan Canyon Road to Existing Lytle Creek Road	50.2	67.0	67.2	17.0 / Yes	Yes ¹	0.2 / No	No
Existing Lytle Creek Road to Proposed Project Driveway	53.7	65.9	66.1	12.4 / Yes	Yes ²	0.2 / No	No

Roadway Segment	Existing	Future (2040) without Project	Future (2040) with Project	Combined Effects		Incremental Effects	Cumulatively Significant Impact?
	dBA @ 75 Feet from Roadway Centerline	dBA @ 75 Feet from Roadway Centerline	dBA @ 75 Feet from Roadway Centerline	Difference In dBA Between Existing and Future with Project / Greater than 3.0 dBA?	Does Future with Project Exceed Standard at Nearest Sensitive Use?	Difference In dBA Between Future without Project and Future with Project / Greater than 1.0 dBA?	
Proposed Project Driveway to Public Access Road	53.7	65.9	66.4	12.7 / Yes	No ³	0.5 / No	No
Public Access Road to Sierra Avenue	55.5	64.7	66.0	10.5 / Yes	No ⁴	1.3 / Yes	No

Note: **Bold** = Exceeds Threshold

¹ Nearest residential property is 120 feet from the roadway centerline, future with project noise at this location will be 63.1 dBA

² Nearest residential property is 100 feet from the roadway centerline, future with project noise at this location will be 63.6 dBA

³ Nearest residential property is 840 feet from the roadway centerline, future with project noise at this location will be 45.4 dBA

⁴ Nearest residential property is 480 feet from the roadway centerline, future with project noise at this location will be 49.9 dBA

Source: Michael Baker International 2018, **Appendix H**

As previously discussed, a significant impact would result only if all three significance criteria are exceeded: (1) Project noise levels result in a 3.0 dBA increase over existing conditions and (2) future Project noise levels exceed the applicable land use compatibility criterion and (3) the Project results in an incremental increase of 1.0 dBA or more. As shown in **Table 4.11-16**, Project generated traffic noise on all four roadway segments would exceed the first criteria for combined effects (increase of 3.0 dB over existing conditions) but only two roadway segments would exceed the “Normally Acceptable” land use standard of 50-60 dBA as identified in **Table 4.11-6**. Under incremental effects, only the road segment between the public access road and Sierra Avenue would result in a difference greater than 1.0 dBA when comparing future with and without Project. As shown in **Table 4.11-16**, none of the roadway segments exceed all three criteria for cumulative impacts, therefore cumulative noise impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

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4.12 Public Services and Recreation

This section evaluates the existing public services and recreation setting and the potential effects caused by implementation of the Proposed Project. The information and analysis herein rely on the Public Facilities, Services, and Infrastructure Element and the Parks, Recreation, and Trails Element of the City of Fontana General Plan. Where information in the General Plan was outdated, research was conducted directly with the respective entities that would potentially be affected by the Project, including the Fontana Fire Protection District and Police Department, the Fontana Unified School District, the San Bernardino County Regional Parks Department, and the Fontana Community Services Department.

4.12.1 Existing Conditions

Fire Protection

Fire protection services for the proposed 152-acre Annexation Area are currently provided by the San Bernardino County Fire Protection District. With Project implementation, the 152-acre Annexation Area would be annexed to the Fontana Fire Protection District (FFPD), a subsidiary district of the City, that contracts with the San Bernardino County Fire Protection District for its services. As a result, the following discussion of existing conditions for fire protection services is specific to the FFPD. The FFPD operates six fire stations, with Fire Station 79 located approximately 1.3 miles southwest of the Project site at 5075 Coyote Canyon Road in Fontana, and Fire Station 78 located approximately 4.7 miles south of the Project site at 7110 Citrus Avenue in Fontana (FFPD 2018). According to the City's General Plan Public Facilities, Services, and Infrastructure Element, the average response time within the city is approximately four to five minutes. In addition to fire response, the FFPD also investigates and mitigates all types of hazardous materials spills, exposures, and releases, as well as provides emergency medical aid.

Police Protection

Police protection services for the Proposed Project site are provided by the Fontana Police Department (FPD). The FPD operates out of its headquarters at 17005 Upland Avenue, approximately seven miles south of the Project site. As with fire protection services, the Project site is already within the service area of the FPD, and once operational, the Project would continue to be served by the Fontana Police Department. The average officer response time is currently approximately 7 minutes 36 seconds (FPD 2018).

Schools

The Project site is within the boundaries of the Fontana Unified School District (FUSD). The district has 45 school sites and a total enrollment of 41,142 students. According to the FUSD (2015) Comprehensive Facilities Master Plan, the district has sufficient capacity at all educational levels (elementary, middle, and high school) to accommodate all future enrollments anticipated within the next 10 years.

Parks and Recreation

Fontana has over 40 parks, tot lots, sports facilities, and other recreational facilities, and San Bernardino County has 10 regional parks. There are no parks or recreational facilities within the Project area. The nearest city park is Coyote Canyon Park, approximately 1.5 miles southwest of the Project site. Amenities available at this 15.5-acre park include baseball and softball fields, picnic shelters and tables with barbecue areas, a playground, a snack bar, and trails. The nearest County park is Glen Helen Regional Park, approximately three miles northeast of the Project site. Amenities available at this 1,340-acre park include two lakes for fishing, a swim complex with pool, a sandy area, water slides, a water play park, and large group shelter picnic areas.

The Project site is not located in one of the identified underserved areas shown on Figure 10-2 of the Fontana General Plan Parks, Recreation, and Trails Element.

4.12.2 Regulatory Framework

State

Senate Bill 50

Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in Government Code Sections 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA.

Quimby Act

The Quimby Act of 1975 (California Government Code Section 66477, adopted 1975 and amended 1982), part of the Subdivision Map Act, was intended to require developers seeking subdivision approvals to assist in mitigating the potential impacts resulting from improvements that may directly or indirectly increase the need for recreational facilities or parklands in a given city or county. The act authorized cities to pass ordinances that require developers to set aside a portion of their land, donate conservation easements, or pay fees for park improvements. Such fees are required to be paid and land conveyed directly to the local public agencies that are responsible for the provision of parks and recreational services and amenities within the affected community.

In 1982, act was amended to allow local governments to be held accountable for imposing park development fees. The 1982 amendment to Assembly Bill 1600 requires that agencies demonstrate a reasonable relationship between the public need for a recreation facility or parkland and the development upon which the fee is being imposed. Cities and counties are required to show a strong direct relationship (or nexus) between the park fees imposed and a proposed development. As a result, local ordinances are required to include specific standards for identifying the percentage of a subdivision to be dedicated and/or the relative fee that is required.

In California, the Quimby Act establishes standards for parklands for local jurisdictions. The act establishes a maximum of three acres of parkland dedication/fee per 1,000 residents unless the amount of existing neighborhood and community parkland exceeds that limit (at the time of adoption). If the standard of three acres per 1,000 residents is exceeded, a greater standard of five acres per 1,000 residents may be adopted by the jurisdiction in order to meet anticipated parkland needs.

Regional/Local

San Bernardino County Local Agency Formation Commission

The San Bernardino County LAFCO will serve as a responsible agency under CEQA. LAFCO will rely on this Draft EIR in considering the discretionary actions under LAFCO's jurisdiction and authority regarding proposed sphere of influence (SOI) amendments and annexations requested by the City, the West Valley Water District (West Valley), and the San Bernardino Valley Municipal Water District (SBVMWD).

Chapter 4, Spheres of Influence, from the San Bernardino County LAFCO Policy and Procedure Manual includes a list of factors which LAFCO is required to review in connection with any SOI proposal review, as outlined in Government Code Section 56425(e). The factors are as follows:

- A. The present and planned land uses in the area, including agricultural and open space lands;
- B. The present and probable need for public facilities and services in the study area;
- C. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide;
- D. The existence of any social or economic communities of interest in the area if LAFCO determines that they are relevant to the agency; and
- E. For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, that occurs pursuant to subdivision (g) on or after July 1, 2012, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

San Bernardino County General Plan

The County's General Plan Circulation and Infrastructure Element and Open Space Element include the following goals, policies, and programs that are applicable to the Project:

Circulation and Infrastructure Element

- | | |
|---------------|--|
| Goal CI 9 | The County will ensure the quality of life by pacing future growth with the availability of public infrastructures. |
| Policy CI 9.4 | Ensure that new development pay a fair share of the costs to provide infrastructure facilities required to serve such development. If an |

applicant is required to pay more than a proportional share, reimbursement agreements or other mechanism shall be used.

Policy CI 9.5 Make available or establish financial mechanisms (such as assessment and community facility districts) to most efficiently spread the cost of necessary infrastructure improvements as determined by the local public agency over all development benefiting from such improvements. Provide legal written notice to all people affected by such financial mechanism cost.

Policy CI 9.6 Utilize fiscal impact analyses (FIA) to determine the County's ability to provide adequate services and facilities through the imposition of conditions of approval, fees, special taxes, financing mechanisms, etc., on new development. The FIA will provide guidance to County staff and County decision-makers on the project-specific requirements that may be placed on that individual development project.

Program 2 Establish a standard format and requirement for FIAs. FIAs will address required public services and infrastructure including both short- and long-term County costs and revenues for all new commercial, industrial, or institutional developments of twenty acres or larger and residential development of 500 units or more in urban areas and 200 or more in rural areas. The Fiscal Impact Analyses will include both local and regional impacts. Where fiscal impact analyses identify impacts on the County's ability to continue providing services at their present level, appropriate mitigation measures shall be identified.

Program 3 All projects with fewer than 500 residential units in urban areas, 200 residential units in rural areas or twenty acres of commercial, industrial, or institutional uses will be required to complete a questionnaire that can be used by staff to determine the need for additional analyses especially in regard to the cumulative impacts of new development.

Open Space Element

Goal OS1 The County will provide plentiful open spaces, local parks, and a wide variety of recreational amenities for all residents.

Policy OS 1.7 When specific projects are reviewed that exhibit natural features worthy of regional park land status, require the dedication of these lands when recommended by the Regional Parks Department and approved by the Board of Supervisors.

City of Fontana General Plan

The City's General Plan Conservation, Open Space, Parks and Trails Element, Public and Community Services Element, and Noise and Safety Element contain the following goals, policies, and actions that address public services and recreation and are applicable to the Project.

Conservation, Open Space, Parks and Trails

Goal 4	The city of Fontana has a no-net-loss policy for public parkland.
Policy 1	Establish legal requirements for replacement, when any city- owned park land listed in the California Protected Lands database is transferred to other uses, with land of equivalent environmental, recreational, or aesthetic value.
Goal 4, Action A	Develop the legal framework and language to pass a no-net-loss ordinance for city-owned park land listed in the California Protected Lands database.
Goal 4, Action B	Research and write an ordinance to require that City-owned public park land (as defined in the ordinance) cannot be transferred or converted to another use without an analysis of alternatives, public hearings, and substitute land of equal value (as defined) being received by the City.
Goal 5	The city of Fontana has a no-net-loss policy for public parkland.
Policy 2	Continue to use a minimum standard of 5 acres of public parkland per 1,000 persons.
Policy 3	Pursue park development where parkland is insufficient.
Goal 5, Action A	While continuing to use a minimum standard of 5 acres of park land per 1,000 persons, seek to exceed the minimum by increasing park opportunities in underserved areas.
Goal 5, Action B	Continue to require dedication of park land or fees in new subdivisions.
Goal 5, Action C	Continue to require dedication of park land or fees in new subdivisions.
Goal 6	Continue to require dedication of park land or fees in new subdivisions.
Policy 2	Provide sufficient funding to support adequate park maintenance.

Public and Community Services Element

Goal 1	Fontana's crime rate continues to be below state and county rates.
Policy 1	Continue the Police Department's successful community policing programs.
Policy 2	Provide appropriate security for new amenities, such as trails and parks.
Policy 3	Support Police Department needs for staff and technology to keep up with population growth and contemporary policing methods.
Policy 4	Promote and enhance use of anti-crime design strategies and programs.
Goal 1, Action B	Continue community policing and special programs and expand police community presence on the street and in neighborhoods as the population grows.
Goal 1, Action C	Continue to review the design of new development for Crime Prevention Through Environmental Design (CPTED) principles.
Goal 1, Action D	Provide CPTED reviews of new development in a district or neighborhood context rather than simply a project context, so that design strategies to increase connections, "eyes on the street," mixed-use vitality, and so on, are valued as creating conditions that reduce crime.
Goal 2	Fontana's Fire Department meets or exceeds state and national benchmarks for protection and responsiveness.
Policy 1	Continue the City's successful partnership with the San Bernardino County Fire Department.
Goal 2, Action A	Ensure continuing fire protection as the city's population grows and natural fire events may increase in number or intensity due to changing climate.
Goal 2, Action B	Monitor population growth and development to ensure continuing protection through sufficient stations, equipment, training, and resources.
Goal 2, Action C	Continue to provide public education about risks from fire, hazardous materials, and other hazards.
Goal 3	Fontana has modern, well-maintained public facilities that meet the needs of residents of all ages, businesses, and government.

Policy 1	Support development of a City facilities master plan and use an asset-management system for all City property.
Goal 3, Strategy B	Identify needs for facility improvements, expansions, new facilities, potential decommissioning and cost-efficient improvements such as energy efficiency as the city grows in population and complexity.
Goal 4	Each area of the city has sufficient, modern community centers to serve residents.
Policy 1	Identify funding strategies to provide an equal level of service in community centers in the north, central, and southern parts of the city.
Goal 4, Action A	Fund design and implementation of a community center in South Fontana.
Goal 4, Action B	Evaluate the need for additional community centers in the eastern part of the central city.

Noise and Safety Element

Goal 7	Threats to public and private property from urban and wildland fire hazards are reduced in Fontana.
Policy 1	The City shall continue to require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.
Policy 2	The City shall continue to ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times, are adequate for all sections of the city.
Policy 3	The City shall monitor development or redevelopment in areas where fire zones have been mapped through the city.
Goal 7, Action A	The City shall require all new development in areas with a high fire hazard to provide fire-retardant landscaping and project design to reduce their fire hazard, and the City shall take measures to reduce the risk of fire at the Wildland/Urban Interface.
Goal 7, Action B	The City will continue to support the wildland fire expertise provided by the San Bernardino County Fire Department in the Fontana Fire District.

4.12.3 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on public services if it would do any of the following:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
 - a. Fire Protection.
 - b. Police Protection.
 - c. Schools.
 - d. Parks.
 - e. Other Public Facilities.

4.12.4 Impact Analysis and Mitigation Measures

FIRE PROTECTION SERVICES

Impact 4.12-1a	The Project has the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.
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Short-Term Construction Impacts

Construction activities associated with the Logistics Site would create a temporarily increased demand for fire protections services to the construction site. All construction activities would be subject to compliance with all applicable state and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As a result, Project construction would proceed consistent with accepted standards and applicable regulations, and would not result in the need for additional fire protection facilities and would not adversely impact and FFPD performance standards. Also, the nearest fire station is located approximately 1.3 miles from the Logistics Site, with another station within 4.7 miles. Therefore, Project construction would not result in the construction of additional fire protection facilities that could cause a significant environmental impact. A less than significant impact would occur in this regard.

Long-Term Operational Impacts

The Proposed Project would cause an increased demand for fire protection services. However, this increase would not require the construction of new FFPD facilities. The Proposed Project would be designed in compliance with San Bernardino County Code Title 6, Division 3, Chapter 1, California Building Code, which adopts by reference the 2016 California Building Standards Code. Part 9 of the California Building Standards Code includes the California Fire Code. To offset the increased demand for fire protection services, the City would condition the Proposed Project to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. The new buildings will be tilt-up concrete with fire alarm systems installed, which would tend to reduce the risk to persons or property from substantial fires. Also, fire prevention systems included at the facility could include, but not be limited to, provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. It should also be noted that the structures currently existing on the Logistics Site are susceptible to fires and constructed of less resistant materials, and the open grass and trees are also susceptible to fires. The proposed improvements to Lytle Creek Road also would improve fire department access to the area.

It is the City's policy to review development proposals to ensure that fire services, such as fire equipment, infrastructure, and response times, are adequate for all sections of the City (Noise and Safety Element Goal 7 Policy 2). As concluded in Section 7.0, Growth-Inducing Impacts, the Project would not involve the construction of new houses and would not induce substantial population growth to the area. Thus, Project implementation is not anticipated to result in physical impacts associated with the need for, or provision of, new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. In addition, the Project would be required to comply with the provisions of the City's Development Impact Fee program, which requires a fee payment to assist the City in providing fire protection services. Such fees would be used to fund capital costs associated with land acquisition, construction, purchasing equipment, and providing for additional staff. Development of the Proposed Project would also increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this Project, including fire protection services. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

POLICE PROTECTION SERVICES

Impact 4.12-1b	The Project has the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
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Short-Term Construction Impacts

Construction would create a temporary increased demand for police protection services to the construction site as Project construction would generate a limited population increase on the Logistics Site as a result of the Project's temporary construction workforce. However, all construction activities would be subject to compliance with Title 6, Division 3, Chapter 1, of the San Bernardino County Code, which adopts by reference the California Building Standards Code. Chapter 33, Safeguards During Construction, of the California Building Standards Code includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to police services. As a result, construction of the Proposed Project would not result in the need for additional police protection facilities and would not adversely impact FPD performance standards. Therefore, construction would not trigger the construction of new facilities that could result in a significant impact. A less than significant impact would occur in this regard.

Long-Term Operational Impacts

Project operations would result in an increased demand for police protection services. However, this increase would not require the construction of any new FPD facilities or expansion of existing facilities. The Proposed Logistics Site would be designed in compliance with Title 6, Division 3, Chapter 1, of the San Bernardino County Code, which adopts by reference the California Building Standards Code. The California Building Standards Code includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. The proposed warehouses will incrementally increase the demand for police services on the site and in the surrounding area by introducing new land uses. However, the warehouses are expected to operate 24/7 which will help reduce the overall potential for crime on the site (i.e., installation of alarm systems, full time security and monitoring, etc.) especially with onsite activities at night. The project will also make right-of-way improvements such as new street lighting that will deter crime.

It is the City's policy to promote and enhance use of anti-crime design strategies and programs (Public and Community Services Element Goal 1 Policy 4). As concluded in Section 7.0, the Project would not involve the construction of new houses and would not induce substantial population growth to the area. Thus, Project implementation is not anticipated to result in physical impacts associated with the need for, or provision of, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. In addition, the Project would

be required to comply with the provisions of the City's Development Impact Fee program, which requires a fee payment to assist the City in providing police protection services. Development of the Proposed Project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this Project, including police protection services. The proposed project would be designed per applicable standards required by the FPD for new development. Additionally, the project proponent would be required to pay required fees to offset law enforcement impacts that may result from the development and occupation of the proposed industrial uses. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

SCHOOL SERVICES

Impact 4.12-1c	The Project has the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.
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Short-Term Construction Impacts

The Proposed Logistics Site does not propose the construction of any new or physically altered school facilities. The Project has been sited such that its construction would not disrupt school services during construction. Project construction activities would not generate additional students and impacts to school services would be less than significant.

Long-Term Operational Impacts

The Logistics Site is in the Fontana Unified School District. Based on FUSD generation rates, Project implementation could generate approximately 580 students in the FUSD associated with the potential for employees and their families to move to the area.¹ As described above, the Proposed Project would be required to contribute fees to the FUSD in accordance with SB 50. The FUSD currently requires school mitigation impact fees of \$0.61 per square foot for commercial/industrial development (FUSD 2018). The Project applicant

¹ Based on a Blended Student Generation Factor of 0.58 and the project's estimated employment generation of up to 1,000 employees; EH&A, *Fontana Unified School District Developer Fee Justification Study*, Table 14, Blended Student Generation Factors, page 22, June 20, 2018.

would be required to pay the district's current impact fees for industrial use in effect at the time of building permit application. The FUSD uses these fees to pay for facility expansion and upgrades needed to serve new students. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

PARKS

Impact 4.12-1d	The Project has the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks.
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Short-Term Construction Impacts

The Project does not propose the construction of any new or physically altered recreational facilities. Due to its temporary nature, Project construction activities would not generate an increase in the County's population and impacts concerning parks and recreational facilities would be less than significant.

Long-Term Operational Impacts

The proposed logistics facility would have the potential to generate limited population growth with the potential to impact local and regional parks or recreational facilities as a result of new employees relocating to the Project area. Many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, many Project employees could already live in and around the City. According to the General Plan, businesses in the City employ 6,214 workers that live in Fontana and 40,358 workers that live outside the City. Thus, it would be highly speculative to estimate the number of future employees who would relocate to the City and would create impacts on recreational facilities. Regardless, the Project would be subject to the Quimby Act, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act, the Project applicant would pay its fair share of in-lieu fees based on the type and size of development. These impact fees are required of most residential, commercial, and industrial development projects in the city. Impacts to parks and recreational facilities associated with development of the Proposed Project would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

OTHER PUBLIC FACILITIES

Impact 4.12-1e	The Project has the potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities.
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Short-Term Construction Impacts

The Project does not propose the construction of any new or physically altered public facilities (such as public health services and library services). Due to its temporary nature, Project construction activities would not generate an increase in the County's population and impacts concerning other public facilities would be less than significant.

Long-Term Operational Impacts

Although the Proposed Project would have the potential to generate limited population growth with the potential to impact other public services (i.e. public health services or library services) as a result of new employees relocating to the Project Area, due to the number of persons anticipated to occupy the Logistics Site and the nature of uses proposed, no significant increase in demand for new or physically altered public facilities are expected. The Project applicant would be required to pay its fair share of development impact fees to help offset incremental impacts to other public facilities by helping fund capital improvements and expenditures. The Project would be required to adhere to standards and provisions set forth by the City in the event that the proposed project would affect other governmental services. Because adherence to these standards and provisions is required of all development projects, less than significant impacts related to this issue are anticipated to occur with the development of the Project Area. Therefore, impacts to other public facilities associated with development of the Proposed Project would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.12-2 The project would potentially result in cumulative impacts to public services and recreation.

Cumulative projects that would have the potential to be considered in a cumulative context with the Project's incremental contribution, and which are included in the analysis of cumulative impacts relative to public services and recreation, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, of this Draft EIR.

Growth resulting from implementation of the identified cumulative projects would result in increased demand for police and fire services, parks and recreational facilities, and other public facilities such as schools and libraries. The City has incorporated the growth anticipated in the adopted General Plan into its long-range planning programs. Standard measures such as the payment of impact fees and the incorporation of needed public services and facilities would be addressed in the environmental analysis that is required for each cumulative project.

As discussed above, the potential impacts to public services and facilities associated with implementation of the Proposed Project were analyzed, and it was concluded that no significant impacts would occur. The proposed logistics facility would have the potential to generate limited population growth with the potential to impact public services and recreational facilities as a result of new employees relocating to the Project Area. Many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, many Project employees could already live in the City. According to the General Plan, businesses in the City employ 6,214 workers that live in Fontana and 40,358 workers that live outside the City. Thus, it would be highly speculative to estimate the number of future employees who would relocate to the City. Notwithstanding, the Project applicant would be required to pay its fair share of development impact fees to help offset incremental impacts to public services and recreational facilities by helping fund capital improvements and expenditures. As such, the Project's contribution to cumulative impacts related to public services and facilities is not cumulatively considerable.

Mitigation Measures

None required.

Level of Significance After Mitigation

Impacts would be less than significant.

4.13 Transportation

This section addresses potential transportation and traffic impacts that may result from construction and/or operation of the Project. The following discussion addresses the existing transportation and traffic conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project.

The information and analysis herein rely on the following investigation and collectively document the traffic and circulation conditions of the Project site:

- *I-15 Logistics Center Traffic Impact Analysis (TIA)*, Michael Baker International, April 9, 2019

The TIA, included in **Appendix I**, comprehensively analyzes the potential traffic impacts associated with the Project.

4.13.1 Existing Conditions

Regional Setting

The Project Area is in unincorporated San Bernardino County just north of Interstate 15 (I-15), south of Sierra Avenue, east of Lytle Creek Road, and in the northern portion of the City of Fontana's sphere of influence. More specifically, the Project Area is located at the base of the lower slopes of the San Gabriel Mountains and the San Bernardino National Forest to the northwest. Refer to **Exhibit 3.0-1, Regional Vicinity**, and **Exhibit 3.0-2, Project Vicinity**.

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

The Logistics Site occupies approximately 76 acres just northwest of Interstate 15 (I-15), southwest of Sierra Avenue, southeast of Lytle Creek Road at the base of the lower slopes of the San Gabriel Mountains. Access to the Logistics Site is provided by Lytle Creek Road, via either Sierra Avenue or Duncan Canyon Road.

Existing Roadway System

Area Roadways

The following is a brief description of the roadways considered in the analysis of Project impacts relative to transportation and traffic.

Sierra Avenue is a two- to four-lane roadway oriented in the north-south direction. Between Lytle Creek Road and I-15 Southbound Ramps, Sierra Avenue is four lanes with a two-way-left-turn-lane; from the I-15 Southbound Ramps to I-15 Northbound Ramps, it is undivided with four lanes; from the Northbound Ramps to Riverside Avenue, it is four lanes with a striped median; south of Riverside Avenue it is undivided with two lanes. The ultimate classification of Sierra Avenue is a Primary Highway north of the I-15 Northbound Ramps and Major Highway south of the I-15 Northbound Ramps. Bicycle and pedestrian facilities are not provided within the study area. The posted speed limit is 55 miles per hour (mph) within the study area.

Duncan Canyon Road is a four-lane divided roadway oriented in the east-west direction within the study area with a raised median. East of the I-15 Northbound Ramps, Duncan Canyon Road narrows to two lanes and terminates at Citrus Avenue. Future improvements by other development projects will connect Duncan Canyon Road to Sierra Avenue to the east. The ultimate classification of Duncan Canyon Road is Primary Highway west of the I-15 Southbound Ramps as well as east of Lytle Creek Road South and is classified as a Major Highway between the I-15 Northbound Ramps and Lytle Creek Road South. The posted speed limit is 45 mph within the study area. Class II bike lanes and pedestrian sidewalks are provided on both sides of the street.

Lytle Creek Road is a two-lane undivided roadway oriented in the north-south direction. Bicycle and pedestrian facilities are not provided within the study area. The ultimate classification of Lytle Creek Road is a Secondary Highway. The posted speed limit varies due to roadway curves, steep slopes and site distance concerns. It should be noted that the existing southwest portion of Lytle Creek Road will be realigned as an extension of existing Coyote Canyon Road by Project opening year. In addition, the realignment of the northeast portion of Lytle Creek Road is proposed to be constructed with the Proposed Project.

Study Area Intersections

The TIA evaluated nine intersections in the vicinity of the Project. Intersections analyzed are listed below and illustrated in **Exhibit 4.13-1, Study Area Intersections**.

1. Duncan Canyon Road / Coyote Canyon Road
2. Duncan Canyon Road / Lytle Creek Road
3. Lytle Creek Road / Project Driveway
4. Lytle Creek Road / Public Access Road
5. Sierra Avenue / Lytle Creek Road (without realignment)
6. Sierra Avenue / Lytle Creek Road (with realignment)

7. Sierra Avenue / I-15 Southbound Ramps
8. Sierra Avenue / I-15 Northbound Ramps
9. Sierra Avenue / Riverside Avenue

Analysis Methodology

Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Highway Capacity Manual (HCM) 2010 analysis methodology is utilized to determine the operation LOS of the study intersections. The HCM methodology describes the operation of an intersection using a range of levels of service from LOS A (free-flowing conditions) to LOS F (severely congested conditions) as shown in **Table 4.13-1, Level of Service Descriptions and Delay Ranges**.

Table 4.13-1: Level of Service Descriptions and Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Un-signalized Intersections
A	<10.0	<10.0
B	>10.0 to <20.0	>10.0 to <15.0
C	>20.0 to <35.0	>15.0 to <25.0
D	>35.0 to <55.0	>25.0 to <35.0
E	>55.0 to <80.0	>35.0 to <50.0
F	>80.0	>50.0

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

LOS is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections. For one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach. A computer software program called Synchro v. 9.0 is a direct application of HCM methodology and was used to analyze the study intersections.

Roadway Segment Analysis Methodology

Roadway segments are evaluated by comparing average daily traffic (ADT) volumes to roadway capacity. The capacity of roadway segments are affected by a number of factors including street width, roadway segment design (i.e. geometry), number of travel lanes, number of intersection and driveways, presence of on-street parking, and traffic signal timings.

Existing daily traffic volumes were calculated based on evening peak hour intersection count data. Where volumes for adjacent intersections were used to average the encompassed street segment, a value of 10.5 percent was used as an approximation for the ratio of peak hour traffic to daily traffic volumes based on Institute of Transportation Engineers (ITE) rates for residential as well as warehouse land uses.

Roadway segment operation is described using a range of levels of service from LOS A (free-flow conditions) to LOS F (severely congested conditions) based on comparing ADT to roadway capacity and utilizing the volume to capacity (V/C) ratios shown in **Table 4.13-2, Level of Service Ranges – Roadway Segments**.

Table 4.13-2: Level of Service Ranges – Roadway Segments

LOS	Volume-to-Capacity Ratio
A	0-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.0
F	>1.0

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Freeway Segment Analysis Methodology

The *Caltrans Guide for the Preparation of Traffic Impact Studies* (December 2002) specifies the use of the HCM operational analysis methodology to determine levels of service for freeway mainline segments. This method determines levels of service based on the V/C ratio as shown in **Table 4.13-3, Level of Service Criteria – Freeway Segments**. The resulting V/C is then compared to accepted ranges of V/C values corresponding to the various levels of service. The corresponding levels of service represents an approximation of existing or anticipated future operating conditions in the peak direction of travel during the peak hour. Traffic count data, peak hour factors, directional splits, and truck factors were obtained on the California Department of Transportation (Caltrans) website. Traffic count data from 2016 was the latest available data found on Caltrans' website and was utilized in this analysis. Truck traffic, represented as a percentage of total traffic, has been utilized for the purposes of this analysis in an effort to not overstate traffic volumes. As such, actual vehicles (as opposed to passenger-car-equivalent [PCE] volumes) have been utilized for the purpose of this analysis.

Table 4.13-3: Level of Service Criteria – Freeway Segments

LOS	Volume-to-Capacity Ratio
A	≤ 0.30
B	> 0.30 to ≤ 0.50
C	> 0.50 to ≤ 0.71
D	> 0.71 to ≤ 0.89
E	> 0.89 to ≤ 1.00
F	> 1.00

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Freeway Merge/Diverge Analysis Methodology

The merge/diverge analysis is based on the HCM Ramps and Ramps Junctions analysis method and performed using Highway Capacity Software (HCS+). The measure of effectiveness (reported in passenger cars per mile per lane) are calculated based on the

existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. For trucks, the merge/diverge analysis used actual vehicles (non-PCE) to avoid overstating traffic volumes on the ramps. **Table 4.13-4, Level of Service Criteria – Ramp and Ramp Junctions**, presents the merge/diverge area level of service for each density range utilized for this analysis.

Table 4.13-4: Level of Service Criteria – Ramp and Ramp Junctions

LOS	Volume-to-Capacity Ratio
A	≤ 10
B	> 10 to ≤ 20
C	> 20 to ≤ 28
D	> 28 to ≤ 35
E	> 35
F	Demand Exceeds Capacity

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Existing Traffic Volumes

To determine the existing operations of the study intersections, AM peak hour and PM peak hour intersection movement counts were collected on Wednesday, January 24, 2018. AM peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m. and PM peak period counts were collected from 4:00 p.m. to 6:00 p.m. The counts used in this analysis were taken from the highest hour within the peak period counted. These counts were axle-specific and identified passenger cars, 2-axle trucks, 3-axle trucks, and 4+ axle trucks.

In order to account for truck traffic in the area, these raw volumes were converted to passenger car equivalents (PCE) in accordance with the *City of Fontana Traffic Impact Analysis Guidelines*. The following factors were used to convert truck trips to PCEs:

- 2-axle trucks = 2.0 PCE
- 3-axle trucks = 2.5 PCE
- 4+ axle trucks = 3.0 PCE

Existing Peak Hour Study Intersection LOS

Table 4.13-5, Existing Intersection Levels of Service, summarizes existing traffic conditions for all study intersections.

Table 4.13-5: Existing Intersection Levels of Service

Study Intersection	Traffic Control	Existing Conditions	
		AM Delay ¹ – LOS	PM Delay ¹ – LOS
1. Coyote Canyon Road / Duncan Canyon Road	TWSC	Not studied without Lytle Creek Road realignment	
2. Lytle Creek Road / Duncan Canyon Road	OWSC	8.7 – A	9.6 – A

3. Project Driveway / Lytle Creek Road	OWSC	Does not exist without project	
4. Lytle Creek Road / Public Access Road	OWSC	Does not exist without project	
5. Sierra Avenue / Lytle Creek Road (without realignment)	OWSC	17.4 – C	12.6 – B
6. Sierra Avenue / Lytle Creek Road (with realignment)	OWSC	Does not exist without project	
7. Sierra Avenue / I-15 Southbound Ramps	Signal	>80.0 – F	12.5 – B
8. Sierra Avenue / I-15 Northbound Ramps	Signal	11.6 – B	22.8 – C
9. Sierra Avenue / Riverside Avenue	AWSC	60.8 – F	>80.0 – F

Notes: ¹ = Average seconds of delay per vehicle

TWSC = Two-Way Stop Control

OWSC = One-Way Stop Control

AWSC = All-Way Stop Control

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As shown in **Table 4.13-5**, all study intersections are currently operating at an acceptable level of service (LOS C or better) with the exception of the following:

- Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) – LOS F in AM peak hour; and
- Sierra Avenue / Riverside Avenue (Intersection No. 9) – LOS F in AM and PM peak hours.

Existing Roadway Segment LOS

Table 4.13-6, Existing Roadway Segment Level of Service, presents the results of the existing conditions roadway segment level of service analysis. As shown, all of the roadway segments currently operate at acceptable levels of service (C or better) based on daily capacity thresholds.

Table 4.13-6: Existing Roadway Segment Level of Service

Segment	Location	Roadway Alignment ¹	No. Lanes	LOS E Capacity	Existing		
					ADT	V/C	LOS
Lytle Creek Road	Duncan Canyon Road to Proposed Realignment Diverge Point (west)	A	2	12,000	180	0.02	A
		B	4	--	--	--	--
	Proposed Realignment Diverge Point (west) to Proposed Project Driveway	C	2	12,000	400	0.03	A
	Proposed Project Driveway to Proposed Realignment Diverge Point (east)	D	2	12,000	400	0.03	A
	Proposed Realignment Diverge Point (east) to Sierra Avenue	E	2	12,000	610	0.05	A
		F	2	--	--	--	--

Notes: ADT = average daily trips; LOS = level of service; V/C = volume to capacity ratio

¹ Refer to Exhibit 4.13-1, Project Study Area, for roadway segment alignments.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

4.13.2 Regulatory Framework

Federal

Federal rules and regulations govern many facets of the City's transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other federal agencies. In addition, the City coordinates with federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

State

As it complies with federal rules and regulations, the City also complies with applicable State rules and regulations, including those of Caltrans, and coordinates with State resource agencies.

California Traffic Operations Standards

The Caltrans *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

Senate Bill 743 (Steinberg)

Senate Bill 743 requires the California Governor's Office of Planning and Research to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, Senate Bill 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the CEQA Guidelines is vehicle miles traveled (VMT). Jurisdictions have until July 1, 2020 to adopt and begin implementing VMT thresholds for traffic analysis. During this transition period, jurisdictions have the option to continue using level of service analysis or converting to VMT analysis once such thresholds are adopted.

Local

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and State governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2016–2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which was adopted in April 2016. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State greenhouse gas emissions reduction goals, such as Senate Bill 375. With respect to

transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22 million residents, an increase of nearly four million people by 2040, while also meeting the greenhouse gas emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

San Bernardino County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the San Bernardino Associated Governments (SANBAG), in consultation with San Bernardino County and cities in San Bernardino County, in an effort to align land use, transportation, and air quality management efforts and promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. In San Bernardino County, the San Bernardino County Transportation Authority (SBCTA) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies.

Through the use of TIA reports and Comprehensive Transportation Plan (CTP) model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements that are developed to accommodate future growth in population. If a CMP facility is found to fall below the level of service standard, either under existing conditions or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations. Annual monitoring activities provide a method of accountability for those local jurisdictions required to mitigate a network facility with a substandard level of service. While this interjurisdictional approach provides political and technical consistency for future development in the county, the CMP is only a mechanism to be used to guide efforts in a more efficient manner. It is not to be considered a replacement to the RTP.

County of San Bernardino General Plan

The *County of San Bernardino General Plan Circulation and Infrastructure Element* lays the groundwork for and promotes the development of a coordinated, multi-modal Countywide transportation system. The following goals and policies are applicable to the Project Area:

Circulation and Infrastructure Element

- | | |
|---------------|--|
| Goal CI 2 | The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities. |
| Policy CI 2.1 | Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate right-of-way and roadway capacity across jurisdictional boundaries. |

- Goal CI 4 The County will coordinate land use and transportation planning to ensure adequate transportation facilities to support planned land uses and ease congestion.
- Policy CI 4.3 Development reviews and approvals for proposals affecting state and/or federal roadways shall reflect input from Caltrans and other local and regional transportation agencies to ensure transportation system improvements are implemented in locations where facilities are approaching or exceed capacity.
- Goal CI 5 The County's road standards for major thoroughfares will complement the surrounding environment appropriate to each geographic region.
- Policy CI 5.7 During the review of proposed General Plan amendments or the development of specific plans, ensure accessibility to the site(s) including the quality of existing or proposed roads that will provide access.

City of Fontana General Plan

The *Fontana Forward General Plan Update 2015-2035* (General Plan) Community Mobility and Circulation Chapter is focused on connecting neighborhoods and City destinations by expanding transportation choice in Fontana. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and active transportation (pedestrian and bicycle mobility) for Fontana. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies.

- Goal 1: The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.
- Policy 1.1: Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.
- Policy 1.2: Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy.
- Goal 2: Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.
- Policy 2.1: Design roadway space for all users, including motor vehicles, buses, bicyclists, mobility devices (such as senior scooters), and pedestrians, as feasible and appropriate for the context.

Policy 2.2: Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.

4.13.3 Thresholds for Determination of Significance

City of Fontana Impact Criteria

The General Plan recommends a level of service standard of LOS “C” or better as acceptable operating conditions for intersections and roadway segments. In accordance with *City of Fontana Traffic Impact Analysis Guidelines*, the determination of significant impacts is based on the increase in delay caused by the addition of Project related traffic at study intersections that exceeds the allowable thresholds identified in **Table 4.13-7, City of Fontana Impact Criteria – Intersections**. Thus, impacts are identified at intersections within the City’s jurisdiction where the LOS C standard is not met and the change in delay shown below occurs under the “With Project” conditions.

Table 4.13-7: City of Fontana Impact Criteria – Intersections

“With Project” LOS	Significance Threshold
A/B	10 seconds
C	8.0 seconds
D	5.0 seconds
E	2.0 seconds
F	1.0 seconds

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Roadway Segment Impact Criteria

The City has not established any significant impact criteria for roadway segments. For this analysis, it is assumed that a significant impact occurs when a roadway segment deteriorates from acceptable level of service (LOS “C” or better) to unacceptable level of service (LOS “D” or worse) or if the Project contributes to an existing deficiency.

Freeway Segment and Ramp Merge/Diverge Impact Criteria

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. For purposes of this analysis, LOS D is considered acceptable at Caltrans facilities including the signalized intersections at the freeway ramps at Sierra Avenue, the freeway on- and off-ramps and freeway mainline segments. For purposes of this analysis, a significant impact occurs when Project-related traffic causes a freeway ramp or freeway mainline segment to deteriorate from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or F) or if the Project contributes to an existing deficiency.

Thresholds of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the Proposed Project would be considered to have a significant impact on transportation if it would do any of the following:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.¹
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

4.13.4 Impact Analysis and Mitigation Measures

CONFLICT WITH APPLICABLE ROADWAY PLANS

Impact 4.13-1 The project would potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Construction

Construction of the Proposed Project is anticipated to occur in one single phase over a duration of 12 months beginning in 2020. Localized truck traffic could result as construction materials are hauled to specific work zones for the Proposed Project. According to the air quality analysis conducted for the Project, demolition activities would require 15 worker trips and 22 hauling trips per day for 70 days; site preparation would require 18 worker trips per day for 40 days; grading would require 20 worker trips per day for 110 days; and building construction, paving, and architectural coating would require a total of 1,160 worker trips and 372 vendor trips over 280 days; refer to **Appendix B, Air Quality Analysis**. Overall, vehicular and truck traffic generated during construction would result in total volumes

¹ While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with CEQA Guidelines section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City's adopted traffic analysis methodology, which requires use of level of service to evaluate traffic impacts of a project.

higher than existing conditions. A potentially significant but temporary impact to transportation and circulation would occur.

These temporary construction-related impacts would be reduced with implementation of a Construction Traffic Management Plan (TMP), to be established prior to issuance of any construction or demolition permits (Mitigation Measure TR-1). The TMP would be required to address the following, among others: traffic control of any street closure, detour, or other disruptions to traffic circulation; identification of construction vehicle haul routes; limitation of hauling activities to off-peak hours; and utilization of appropriate traffic control personnel to ensure construction vehicles operate safely along adjacent local roadways. Implementation of Mitigation Measure TR-1 would ensure construction-related traffic impacts are reduced to less than significant levels.

Operations

Project Trip Generation and Distribution

The *Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual* trip generation rates were used to forecast the number of Project generated trips. **Table 4.13-8, ITE Trip Generation Rates**, summarizes the ITE trip generation rates used as well as the breakdown by vehicle type (passenger car, 2-axle trucks, 3-axle trucks, and 4+axle trucks) according to the South Coast Air Quality Management District (SCAQMD). The assumed 31 percent of truck trips and 69 percent of passenger car trips is based on the *High-Cube Warehouse Vehicle Trip Generation Analysis*, prepared by the ITE and dated October 2016.

Table 4.13-8: ITE Trip Generation Rates

Vehicle Type Breakdown ¹		Daily Trip Rate ²	AM Peak Hour ²		PM Peak Hour ²	
			Rate	In: Out	Rate	In: Out
Passenger Car	69.00%	1.201 / KSF	0.117	77% : 23%	0.131	27% : 73%
2-Axle Truck	6.80%	0.118 / KSF	0.012		0.013	
3-Axle Truck	5.50%	0.096 / KSF	0.009		0.010	
4+ Axle Truck	18.70%	0.325 / KSF	0.032		0.036	
Total Trucks	31.00%	0.539 / KSF	0.053		0.059	
Total	100%	1.74 / KSF	0.17	77% : 23%	0.19	27% : 73%

Notes: KSF = Thousand Square Feet

¹Source = SCAQMD

²Source = ITE Trip Generation Manual, 10th Edition, Land Use Code: 150

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Utilizing the ITE trip generation rates, **Table 4.13-9, Proposed Project Trip Generation (Vehicles)**, shows the vehicular trips generated by the Proposed Project.

Table 4.13-9: Proposed Project Trip Generation (Vehicles)

Warehouse		Daily Trips	AM Peak Hour			PM Peak Hour		
Vehicle Type	Intensity		Volume	Inbound	Outbound	Volume	Inbound	Outbound
Passenger Car	1,175.72 KSF	1,412	138	106	32	154	42	112
2 Axle Truck		139	14	11	3	15	4	11
3 Axle Truck		113	11	8	3	12	3	9
4+ Axle Truck		383	37	28	9	42	11	31
Total Trucks		634	62	48	14	69	19	50
Total		2,046	200	154	46	223	60	163

Notes: KSF = Thousand Square Feet

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As shown, the Project would generate approximately 2,046 vehicle trips per day, with approximately 200 trips occurring during the AM peak hours and approximately 223 trips occurring during the PM peak hours.

To account for the truck trips generated by the Project, vehicular trips were converted to PCE trips. **Table 4.13-10, Proposed Project Trip Generation (PCEs)**, shows the conversion of vehicle trips to PCEs after the following factors were applied to account for truck activity:

- 2-axle trucks = 2.0 PCE;
- 3-axle trucks = 2.5 PCE; and
- 4+ axle trucks = 3.0 PCE.

Table 4.13-10: Proposed Project Trip Generation (PCEs)

Warehouse		Daily Trips	AM Peak Hour			PM Peak Hour		
Vehicle Type	PCE ¹		Volume	Inbound	Outbound	Volume	Inbound	Outbound
Passenger Car	1.0	1,412	138	106	32	154	42	112
2 Axle Truck	2.0	278	28	22	6	30	8	22
3 Axle Truck	2.5	283	28	20	8	30	7	23
4+ Axle Truck	3.0	1,149	111	84	27	126	33	93
Total Trucks		1,710	167	126	41	186	48	138
Total		3,122	305	232	73	340	90	250

Notes: PCE=Passenger Car Equivalents

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As show in **Table 4.13-10**, the Project would generate approximately 3,122 daily PCE trips with 305 PCE trips occurring during the AM peak hours and 340 PCE trips occurring during the PM peak hours.

TIA Exhibit 7, *Project Inbound/Outbound Distribution- Passenger Cars*, shows the Project's forecast trip distribution of cars, and TIA Exhibit 8, *Project Inbound/Outbound Distribution – Trucks*, shows the Project's forecast trip distribution of trucks.

Existing With Project Conditions

Intersection LOS

The existing with Project conditions traffic volumes were derived by adding trips forecast to be generated by the Project to existing traffic volumes. The Project proposes to realign and construct a new Lytle Creek Road from the property's northern boundary to Sierra Avenue. The easternmost segment Lytle Creek Road would be realigned in conjunction with a new roadway referred to as the "Public Access Road" that would serve the Logistics Facility. The remaining western segment of Lytle Creek Road would be vacated but left in place for continued access to adjacent parcels. It should be noted the Project is proposing to construct a new traffic signal at Sierra Avenue / Lytle Creek Road (Intersection No. 6) with the proposed realignment. A traffic signal was determined to be warranted in the *Lytle Creek Road Alignment Study* (dated May 31, 2016) and therefore, a signal is proposed as part of the road realignment.

West of the Project Area, Lytle Creek Road currently connects to Duncan Canyon Road which is the southerly alignment. For Existing With Project conditions, Project-related traffic is assumed to use the existing Lytle Creek Road. Since Project traffic heading west on Lytle Creek Road distributes south towards the I-15/Duncan Canyon Road interchange, there is no Project traffic at the intersection of Coyote Canyon Road / Duncan Canyon Road and therefore is not studied under the Existing With Project condition.

Table 4.13-11, Existing With Project Conditions AM/PM Peak Hour Intersection LOS, summarizes the peak hour LOS for all study intersections.

Table 4.13-11: Existing With Project Conditions AM/PM Peak Hour Intersection LOS

Study Intersection	Traffic Control	Existing Conditions		Existing With Project Conditions		Change in Delay (seconds)		Significant Impact?	
		AM Delay ¹ LOS	PM Delay ¹ LOS	AM Delay ¹ LOS	PM Delay ¹ LOS	AM	PM	AM	PM
1 – Coyote Canyon Road / Duncan Canyon Road	TWSC	Not studied without Lytle Creek Road realignment				--	--	No	No
2 – Lytle Creek Road / Duncan Canyon Road	OWSC	8.7 – A	9.6 – A	8.8 - A	9.8 - A	0.1	0.2	No	No
3 – Project Driveway / Lytle Creek Road	OWSC	Does not exist without project		8.8 - A	8.9 - A	--	--	No	No
4 – Lytle Creek Road / Public Access Road	OWSC	Does not exist without project		10.2 - B	10.7 - B	--	--	No	No
5 – Sierra Avenue / Lytle Creek Road (without realignment)	OWSC	17.4 – C	12.6 – B	Not studied with project		--	--	No	No
6 – Sierra Avenue / Lytle Creek Road (with realignment) ²	Signal	Does not exist without project		17.2 – B	11.0 – B	--	--	No	No

7 – Sierra Avenue / I-15 Southbound Ramps	Signal	>80.0 – F	12.5 – B	>80.0 – F	12.8 – B	0.9	0.3	No	No
8 – Sierra Avenue / I-15 Northbound Ramps	Signal	11.6 – B	22.8 – C	15.6 – B	30.4 – C	4.0	7.6	No	No
9 – Sierra Avenue / Riverside Avenue	AWSC	60.8 – F	>80.0 – F	70.3 – F	>80.0 – F	9.5	9.7	YES	YES

Notes: TWSC = two-way stop control; OWSC = one-way stop control; AWSC = all-way stop control; LOS = level of service

Deficient intersection operation indicated in **BOLD**

¹Average seconds of delay per vehicle

² A traffic signal was determined to be warranted per the Lytle Creek Road Alignment Study (May 31, 2016), thus a traffic signal is assumed with the road realignment.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As shown in **Table 4.13-11**, all study intersections are forecast to operate at an acceptable LOS during the peak hours with the addition of the Project-related traffic to existing traffic volumes with the exception of the following intersections:

- Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) – LOS F in AM peak hours; and
- Sierra Avenue / Riverside Avenue (Intersection No. 9) – LOS F in the AM and PM peak hours.

Based on the City’s significance criteria, the Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) would not meet the change in delay threshold of significance under LOS F (1.0 seconds), and thus, impacts to this intersection would be less than significant.

The Sierra Avenue / Riverside Avenue (Intersection No. 9) would exceed the change in delay threshold of significance and would result in a potentially significant impact. The City is planning to construct an additional northbound through lane on Sierra Avenue and install a new traffic signal. The proposed improvements at this location are fully funded, is included in the City’s Capital Improvement Program, and would improve the operations of the intersection to an acceptable level of service. This improvement is in the project design phase and is anticipated to be completed in Spring 2020.² Therefore, no additional mitigation is required to reduce impacts in this regard.

Roadway Segment LOS

Table 4.13-12, Existing With Project Conditions Roadway Segment LOS, presents the results of the Existing With Project conditions roadway segment level of service analysis. As shown, all of the roadway segments are forecast to operate at acceptable levels of service (C

² City of Fontana Website, *Sierra Avenue at Riverside Avenue*, <https://www.fontana.org/2584/Sierra-Avenue-at-Riverside-Avenue>, accessed May 21, 2019.

or better) based on daily capacity thresholds with the addition of Project-related traffic. Therefore, no significant impacts have been identified and no mitigation measures are required.

Table 4.13-12: Existing With Project Conditions Roadway Segment LOS

Segment	Location	Roadway Segment ¹	No. Lanes	LOS E Capacity	Existing			Existing With Project			V/C Change	Significant Impact?
					ADT	V/C	LOS	ADT	V/C	LOS		
Lytle Creek Road	Duncan Canyon Road to Proposed Realignment Diverge Point (west)	A – Existing	2	12,000	180	0.02	A	430	0.04	A	0.021	No
		B – Proposed	4	--	--	--	--	--	--	--	--	--
	Proposed Realignment Diverge Point (west) to Proposed Project Driveway	C – Existing	2	12,000	400	0.03	A	650	0.05	A	0.021	No
	Proposed Project Driveway to Proposed Realignment Diverge Point (east)	D – Existing	2	12,000	400	0.03	A	1,080	0.09	A	0.057	No
	Proposed Realignment Diverge Point (east) to Sierra Avenue	E – Existing	2	12,000	610	0.05	A	--	--	--	0.239	No
		F – Proposed	2	12,000	--	--	--	3,480	0.29	A		

Notes: ADT = average daily trips; LOS = level of service; V/C = volume to capacity ratio

1 Refer to Exhibit 4.13-1, Project Study Area, for roadway segment alignments.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Opening Year (2020) With Project Conditions

Opening Year (2020) conditions assumes the following roadway improvements to the Project study area would be completed by 2020:

- Realignment of the southwest portion of Lytle Creek Road as an extension of the existing Coyote Canyon Road west of the Project Area (to be constructed by other parties)³;
- As part of the Lytle Creek Road realignment west of the Project Area, signalization of Coyote Canyon Road / Duncan Canyon Road is assumed based on the existing lane geometry;
- Removal of approximately 0.83 miles of existing Lytle Creek Road; and
- Extension of Duncan Canyon Road from Citrus Avenue to Sierra Avenue.

To derive Opening Year (2020) traffic volumes, an annual growth rate of two percent per year was applied to existing traffic volumes to account for general regional growth in the vicinity of the Project site. The growth rate was based on the adopted SCAG 2016 RTP growth forecasts for the City based on population, households, and employment.

Additionally, approved or pending projects within the City of Fontana, City of Rialto, and San Bernardino County that are anticipated to be completed prior to Project opening and forecast to contribute traffic to the study area were identified. Forecast traffic related to these future developments were added to the existing plus ambient growth traffic volumes. A total of 27 cumulative projects were considered and 18 cumulative projects were found to contribute traffic to the Project's study area. For large cumulative specific plan projects (greater than 10,000 ADT) the analysis conservatively assumes a phased construction of what could be reasonably constructed by Opening Year (2020) without oversaturating the housing and commercial markets within the region. The remaining development of these cumulative specific plan projects would be constructed after the Project's opening year and is included in the Horizon Year (2040) analysis. In addition, the Opening Year (2020) analysis conservatively assumes a two percent per year growth above existing volumes to account for regional and local growth on the roadways.

TIA Table 13, *Cumulative Projects Trip Generation*, presents the cumulative projects identified with the direction of City staff and the forecast trip generation estimated for each project, and TIA Exhibit 12, *Cumulative Project's Location Map*, identifies the relative location of each

³ This improvement would occur as part of the Monarch Hills development located to the southwest of the Project Area as detailed in Section 3.0, *Project Description*, of the *Monarch Hills Residential Development Master Case No. 16-012 Final Environmental Impact Report (State Clearinghouse No. 2016101065)*, prepared by LSA Associates, Inc., dated December 2018, and approved by the Fontana City Council on February 26, 2019.

cumulative project to the Proposed Project site. The phasing assumptions for the larger cumulative specific plans are also summarized in TIA Table 13.

Intersection LOS

Table 4.13-13, Opening Year (2020) With Project Conditions – AM/PM Peak Hour Intersection LOS, summarizes Opening Year (2020) traffic with and without Project conditions. It should be noted that the Proposed Project is responsible for constructing a new traffic signal at Sierra Avenue / Lytle Creek Road (Intersection No. 6) with the proposed realignment. A traffic signal was determined to be warranted in the *Lytle Creek Road Alignment Study* (dated May 31, 2016) and therefore, a signal is assumed to be installed as part of the road alignment.

**Table 4.13-13: Opening Year (2020) With Project Conditions
AM/PM Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Opening Year (2020) Without Project		Opening Year (2020) With Project		Change in Delay (seconds)		Significant Impact?	
		AM Delay ¹ LOS	PM Delay ¹ LOS	AM Delay ¹ LOS	PM Delay ¹ LOS	AM	PM	AM	PM
1 – Coyote Canyon Road / Duncan Canyon Road	Signal	18.1 – B	30.2 – C	19.3 – B	31.7 – C	1.2	1.5	No	No
2 – Lytle Creek Road / Duncan Canyon Road	OWS C	Not studied with Lytle Creek Road realignment				--	--	No	No
3 – Project Driveway / Lytle Creek Road	OWS C	Does not exist without project		9.8 – A	10.1 – B	--	--	No	No
4 – Lytle Creek Road / Public Access Road	OWS C	Does not exist without project		12.1 – B	13.4 – B	--	--	No	No
5 – Sierra Avenue / Lytle Creek Road (without realignment)	OWS C	23.6 – C	16.2 – C	Not studied with project		--	--	No	No
6 – Sierra Avenue / Lytle Creek Road (with realignment) ²	Signal	Does not exist without project		31.3 – C	23.7 – C	--	--	No	No
7 – Sierra Avenue / I-15 Southbound Ramps	Signal	>80.0 – F	27.6 – C	>80.0 – F	28.4 – C	0.9	0.8	No	No
8 – Sierra Avenue / I-15 Northbound Ramps	Signal	19.3 – B	>80.0 – F	21.9 – C	>80.0 – F	2.6	16.7	No	YES
9 – Sierra Avenue / Riverside Avenue	Signal	38.0 – D	40.9 – D	40.9 – D	42.9 – D	2.9	2.0	No	No

Notes: OWS C = one-way stop control; LOS = level of service

Deficient intersection operation indicated in **BOLD**

¹ Average seconds of delay per vehicle

² A traffic signal was determined to be warranted per the Lytle Creek Road Alignment Study (May 31, 2016), thus a traffic signal is assumed with the road realignment.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As shown in **Table 4.13-13**, all study intersections are forecast to operate at an acceptable LOS (LOS C or better) during the peak hours under Opening Year (2020) With Project conditions with the exception of the following intersections:

- Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) – LOS F in AM peak hours;
- Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8) – LOS F in PM peak hours; and
- Sierra Avenue / Riverside Avenue (Intersection No. 9) – LOS D in AM and PM peak hours.

According to the City's significance criteria, Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8) would result in a potentially significant impact as a result of the Project. This intersection is within the County and Caltrans' jurisdiction. Therefore, the City cannot require mitigation for the potential impact. Additionally, there are no planned improvements identified at this interchange by Caltrans or the County. The City has no established mechanism whereby the applicant can provide fair share funds to the jurisdiction within which the impact is occurring, such as the County or Caltrans, to help finance the recommended improvements. Also, as the intersection and/or roadway falls outside the jurisdiction of the City, the City does not have the authority to construct or demand the construction of such improvements. Therefore, Project-related impacts are considered significant and unavoidable.

Roadway Segment LOS

Table 4.13-14, Opening Year (2020) With Project Conditions Roadway Segment LOS, presents the results of the Opening Year (2020) With Project conditions roadway segment level of service analysis. As shown, all of the roadway segments are forecast to operate at acceptable levels of service (C or better) based on daily capacity thresholds with the addition of Project-related traffic. Therefore, no significant impacts have been identified and no mitigation measures are required.

Table 4.13-14: Opening Year (2020) With Project Conditions Roadway Segment LOS

Segment	Location	Roadway Segment	No. Lanes	LOS E Capacity	Opening Year 2020 Without Project			Opening Year 2020 With Project			V/C Change	Significant Impact?
					ADT	V/C	LOS	ADT	V/C	LOS		
Lytle Creek Road	Duncan Canyon Road to Proposed Realignment Diverge Point (west)	A – Existing	2	--	--	--	--	--	--	--	--	--
		B – Proposed	4	24,000	7,840	0.33	A	8,090	0.34	A	0.010	No
	Proposed Realignment Diverge Point (west) to Proposed Project Driveway	C – Existing	2	12,000	6,440	0.54	A	6,690	0.56	A	0.021	No

	Proposed Project Driveway to Proposed Realignment Diverge Point (east)	D – Existing	2	12,000	3,700	0.31	A	4,380	0.37	A	0.057	No
	Proposed Realignment Diverge Point (east) to Sierra Avenue	E – Existing	2	12,000	3,910	0.33	A	--	--	--	0.239	No
		F – Proposed	2	12,000	--	--	--	6,777	0.56	A		

Notes: ADT = average daily trips; LOS = level of service; V/C = volume to capacity ratio

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Horizon Year (2040) With Project Conditions

Horizon Year (2040) With Project conditions assumes the following roadway improvements at Sierra Avenue / Riverside Avenue⁴:

- One additional northbound and southbound through lane on Sierra Avenue classified as a Major Highway and consistent with the General Plan Community Mobility and Circulation Chapter (General Plan Exhibit 9.2);
- One additional westbound right-turn lane to accommodate future development; and
- One additional southbound left-turn lane to accommodate future development.

Horizon Year (2040) traffic volumes were based on a combination of cumulative projects and a background growth rate. As previously discussed, some of the cumulative specific plans identified as cumulative projects were phased during the Opening Year (2020) scenario, therefore, the remaining development was added to the Horizon Year (2040) traffic volumes. In addition, a 1.95 percent per year growth was applied to the Opening Year (2020) traffic volumes to conservatively estimate volume forecasts for Horizon Year (2040). The growth rate was based on the adopted SCAG 2016 RTP growth forecasts for the City based on population, households and employment.

Intersection LOS

Table 4.13-15, Horizon Year (2040) With Project Conditions AM/PM Peak Hour Intersection LOS, summarizes traffic conditions under Horizon Year (2040) with and without the Proposed Project.

⁴ The assumed improvements have already been designed, and are listed on the City's Citywide Traffic Signal Priority List.

**Table 4.13-15: Horizon Year (2040) With Project Conditions
AM/PM Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Horizon Year (2040) Without Project		Horizon Year (2040) With Project		Change in Delay (seconds)		Significant Impact?	
		AM Delay ¹ LOS	PM Delay ¹ LOS	AM Delay ¹ LOS	PM Delay ¹ LOS	AM	PM	AM	PM
1 – Coyote Canyon Road / Duncan Canyon Road	Signal	33.1 – C	50.9 – D	33.9 – C	53.6 – D	0.8	2.7	No	No
2 – Lytle Creek Road / Duncan Canyon Road	OWSC	Not studied with Lytle Creek Road realignment				--	--	No	No
3 – Project Driveway / Lytle Creek Road	OWSC	Does not exist without project		10.9 – B	11.5 – B	--	--	No	No
4 – Lytle Creek Road / Public Access Road	OWSC	Does not exist without project		17.0 – C	21.7 – C	--	--	No	No
5 – Sierra Avenue / Lytle Creek Road (without realignment)	OWSC	>80.0 – F	>80.0 – F	Not studied with project		--	--	No	No
6 – Sierra Avenue / Lytle Creek Road (with realignment) ²	Signal	Does not exist without project		34.4 – C	27.3 – C	--	--	No	No
7 – Sierra Avenue / I-15 Southbound Ramps	Signal	>80.0 – F	46.3 – D	>80.0 – F	54.6 – D	18.0	8.3	Yes	No
8 – Sierra Avenue / I-15 Northbound Ramps	Signal	74.2 – E	>80.0 – F	>80.0 – F	>80.0 – F	6.0	79.2	Yes	Yes
9 – Sierra Avenue / Riverside Avenue	Signal	29.2 – C	41.6 – D	29.7 – C	42.4 – D	0.5	0.8	No	No

Notes: OWSC = one-way stop control; LOS = level of service

Deficient intersection operation indicated in **BOLD**

¹Average seconds of delay per vehicle

²A traffic signal was determined to be warranted per the Lytle Creek Road Alignment Study (May 31, 2016), thus a traffic signal is assumed with the road realignment.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

As shown in **Table 4.13-15**, all study intersections are forecast to operate at an acceptable LOS (LOS C or better) during the peak hours under Horizon Year (2040) With Project conditions with the exception of the following intersections:

- Coyote Canyon Road / Duncan Canyon Road (Intersection No. 1) – LOS F in AM and PM peak hours;
- Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) – LOS F in the AM peak hours;
- Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8) – LOS F in the AM and PM peak hours; and
- Sierra Avenue / Riverside Avenue (Intersection No. 9) – LOS D in PM peak hours.

According to the City's significance criteria, Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) and Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8)

would result in potentially significant impacts as a result of the Project. These intersections are within the County and Caltrans' jurisdiction. Therefore, the City cannot require mitigation for the Project's potential impacts. Additionally, there are no planned improvements identified at these interchanges by Caltrans or the County. The City has no established mechanism whereby the applicant can provide fair share funds to the jurisdiction within which the impact is occurring, such as the County or Caltrans, to help finance the recommended improvements. Also, as the intersection and/or roadway falls outside the jurisdiction of the City, the City does not have the authority to construct or demand the construction of such improvements. Therefore, Project-related impacts are considered significant and unavoidable.

Roadway Segment LOS

Table 4.13-16, Horizon Year (2040) With Project Roadway Segment LOS, presents the results of the Horizon Year (2040) With Project conditions roadway segment level of service analysis. As shown, all of the roadway segments are forecast to operate at acceptable levels of service (C or better) based on daily capacity thresholds.

Table 4.13-16: Horizon Year (2040) With Project Conditions Roadway Segment LOS

Segment	Location	Roadway Segment	No. Lanes	LOS E Capacity	Horizon Year 2040 Without Project			Horizon Year 2040 With Project			V/C Change	Significant Impact?
					ADT	V/C	LOS	ADT	V/C	LOS		
Lytle Creek Road	Duncan Canyon Road to Proposed Realignment Diverge Point (west)	A – Existing	2	--	--	--	--	--	--	--	--	--
		B – Proposed	4	24,000	8,430	0.35	A	8,680	0.36	A	0.010	No
	Proposed Realignment Diverge Point (west) to Proposed Project Driveway	C – Existing	2	12,000	6,740	0.56	A	6,990	0.58	A	0.021	No
	Proposed Project Driveway to Proposed Realignment Diverge Point (east)	D – Existing	2	12,000	6,740	0.56	A	7,420	0.62	B	0.057	No
	Proposed Realignment Diverge Point (east) to Sierra Avenue	E – Existing	2	12,000	5,050	0.42	A	--	--	--	0.239	No
		F – Proposed	2	12,000	--	--	--	7,920	0.66	B		

Notes: ADT = average daily trips; LOS = level of service; V/C = volume to capacity ratio

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Mitigation Measures

TR-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the Project applicant shall prepare a Construction Traffic Management Plan (TMP) to be submitted for review and approval by the City Engineer. The TMP shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project site, traffic controls and detours, and proposed construction phasing plan for the Project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Project applicant to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The applicant shall clean adjacent streets, as directed by the City of Fontana Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads shall be subject to the requirements of the City of Fontana Public Works Department and/or the County of San Bernardino.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site.
- Should the Project utilize State facilities for hauling of construction materials, the Construction Management Plan shall be submitted to the California Department of Transportation (Caltrans) for review and comment.
- Should Project construction activities require temporary vehicle lane, bicycle lane, and/or sidewalk closures, the applicant shall coordinate with the City Engineer regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.

The TMP shall be monitored for effectiveness and be modified in conjunction with the City Engineer if needed to improve safety and/or efficiency.

Level of Significance After Mitigation

Construction

Construction-related Project impacts would be reduced to less than significant levels with mitigation incorporated.

Operations

Table 4.13-17, Summary of Potentially Significant Impacts to Intersection LOS, summarizes the Project's potentially significant impacts to intersection levels of service under Existing With Project, Opening Year (2020) With Project, and Horizon Year (2040) With Project conditions.

Table 4.13-17: Summary of Potentially Significant Impacts to Intersection LOS

Intersection	Peak Hour	Without Project	With Project	Require/Planned Improvements	With Project With Mitigation	Level of Significance After Mitigation
		Delay ⁽¹⁾ LOS	Delay ⁽¹⁾ LOS		Delay ⁽¹⁾ LOS	
Existing With Project Conditions						
Riverside Avenue / Sierra Avenue (Intersection No. 9)	AM	60.8 - E	70.3 - F	The Project proposes to install a new traffic signal at the intersection of Lytle Creek Road and Sierra Avenue. Additionally, the City of Fontana is currently in the design phase of constructing an additional northbound lane on Sierra Avenue, which is anticipated to be complete in Spring 2020. As such, no mitigation is required of the Project applicant.	17.9 – B	Less Than Significant ³
	PM	>80.0 - F	>80.0 - F		22.7 – C	
Opening Year 2020 With Project Conditions						
Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8)	PM	>80.0 - F	>80.0 - F	This intersection is outside of the City's jurisdiction, and no feasible mitigation is available. ²	Significant and Unavoidable	
Horizon Year 2040 With Project Conditions						
Sierra Ave / I-15 Southbound Ramps (Intersection No. 7)	AM	>80.0 – F	>80.0 – F	This intersection is outside of the City's jurisdiction, and no feasible mitigation is available. ²	Significant and Unavoidable	
Sierra Ave / I-15 Northbound Ramps (Intersection No. 8)	AM	74.2 – E	>80.0 – F	This intersection is outside of the City's jurisdiction, and no feasible mitigation is available. ²	Significant and Unavoidable	
	PM	>80.0 – F	>80.0 – F			

(1) Seconds of delay per vehicle.

(2) There are no specific improvements identified at the I-15/Sierra Avenue interchange by Caltrans or the County, therefore, no feasible mitigation is proposed by the project. The project-related impacts at this location is considered **significant and unavoidable**.

(3) No mitigation is required for this intersection.

Source: Michael Baker International, *I-15 Logistics Center Traffic Impact Analysis*, April 9, 2019.

Existing With Project Conditions

Under Existing With Project conditions, the Project's potentially significant impact to Riverside Avenue / Sierra Avenue (Intersection No. 9) would be reduced to less than significant levels with implementation of the City's plans to construct an additional northbound lane on Sierra Avenue and install a new traffic signal.

Opening Year (2020) With Project Conditions

Under Opening Year (2020) With Project conditions, the Project would result in significant and unavoidable impacts to the following intersection:

- Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8).

Horizon Year (2040) With Project Conditions

Under Horizon Year (2040) With Project conditions, the Project would result in significant and unavoidable impacts to the following intersections:

- Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7); and
- Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8).

CONFLICT WITH APPLICABLE ALTERNATIVE TRANSPORTATION PLANS

Impact 4.13-2 The project could conflict with a program, plan, ordinance, or policy addressing the circulation system related to transit, bicycle, or pedestrian facilities.

The Project would be required to adhere to applicable City standards that support or facilitate alternative modes of transportation. The City recently adopted the *Fontana Active Transportation Plan* (Fontana ATP) which proposes new bikeways and pedestrian walkways and goals to create a Bicycle Master Plan, Pedestrian Master Plan, and Trail Master Plan. According to the Fontana ATP Figure 5.1, *Existing, Planned, and Recommended Bikeway Network*, there are no planned or proposed bikeways in the Project vicinity. Additionally, Fontana ATP Figure 5.2, *Pedestrian Priority Areas*, does not identify the Project Area as a pedestrian priority area. As such, the Project would not interfere with the development of future pedestrian or bicycle facilities or hinder with the improvement of existing facilities.

Public transportation in Fontana is provided by Omnitrans. Omnitrans has an extensive network of bus routes throughout the City and surrounding region. The nearest bus stop is located at the corner of Summit Avenue and Lytle Creek Road, approximately 2.8 miles south of the Logistics Site and is served by Omnitrans Route 82. Omnitrans Route 82 connects Fontana and Rancho Cucamonga and stops at the Fontana Metrolink Station approximately 5.5 miles south of the Project Area. The Project would not alter any bus stop locations or frequency of Omnitrans' bus services.

As such, the Project would not conflict with adopted plans, programs, or policies related to alternative transportation. Impacts related to alternative transportation would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

CONFLICT WITH A CONGESTION MANAGEMENT PROGRAM

Impact 4.13-3 The project could potentially conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Freeway mainline and freeway ramp merge/diverge operations were analyzed in the TIA to determine potential Project impacts related to the County's congestion management program.

Freeway Mainline

Consistent with the City of Fontana Traffic Impact Study Guidelines, freeway segments with more than 100 two-way peak hour project trips were included in this analysis. The Proposed Project contributes approximately 101 trips (two-way) in the PM peak hour to I-15 south of Duncan Canyon Road and 73 trips (two-way) in the PM peak hour north of Duncan Canyon Road. To be conservative, the following three freeway segments were analyzed:

- I-15 segment between Glen Helen Parkway and Sierra Avenue;
- I-15 segment between Sierra Avenue and Duncan Canyon Road; and
- I-15 segment between Duncan Canyon Road and Beech Avenue.

The study freeway mainline segments for Existing, Existing With Project, Opening Year (2020), Opening Year (2020) With Project, Horizon Year (2040), and Horizon Year (2040) With Project conditions, and the results of this analysis are presented in TIA Table 22, *Existing Freeway Mainline Segment LOS*, through Table 27, *Horizon Year (2040) With Project Freeway Mainline Segment LOS*. Under Existing and Existing With Project conditions, all three study freeway segments are operating at LOS D. Under Opening Year (2020) Without and With Project conditions, freeway segments analyzed are forecast to operate at LOS E. For the Horizon Year (2040) Without and With Project conditions, the results of the analysis show freeway segments forecast to operate at LOS F. At Caltrans facilities, LOS D is considered acceptable and LOS E or F is considered deficient. A significant impact occurs when Project-related traffic causes a freeway mainline segment to deteriorate from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or F) or if the Project contributes to an existing deficiency. As shown in TIA Tables 25 and 27, I-15 between Glen Helen Parkway and Beech Avenue is significantly impacted by the Project under the Opening Year (2020) With Project conditions. Improvements to the I-15 corridor are not planned or funded by Caltrans at this time. Under State law it is the responsibility of Caltrans to plan and implement improvements to reduce congestion on state-owned freeways. Caltrans is vested with the authority to determine what proposed improvements are feasible. The City does not have an established mechanism whereby the City can collect such funds from the applicant and transfer them to Caltrans to help finance the recommended freeway improvements. The City of Fontana cannot implement mitigation for identified freeway

segments that would result from Project traffic. Therefore, impacts at these locations would remain significant and unavoidable

Freeway Ramp Merge/Diverge

Consistent with the *City of Fontana Traffic Impact Study Guidelines*, analysis of freeway on and off ramps with more than 50 directional peak hour project trips were included in the TIA. The Proposed Project contributes more than 50 (non-PCE) peak hour trips to the northbound and southbound ramps at Sierra Avenue. As such, the following ramp merge/diverge areas were analyzed:

- I-15 Northbound Off-Ramp to Sierra Avenue;
- I-15 Northbound On-Ramp from Sierra Avenue;
- I-15 Southbound Off-Ramp to Sierra Avenue; and
- I-15 Southbound On-Ramp from Sierra Avenue.

The ramp merge/diverge areas were evaluated for Existing, Existing With Project, Opening Year (2020), Opening Year (2020) With Project, Horizon Year (2040), and Horizon Year (2040) With Project conditions and the results of this analysis are presented in TIA Table 28, *Existing Freeway Ramp Merge/Diverge LOS*, through Table 33, *Horizon Year (2040) With Project Freeway Ramp Merge/Diverge LOS*. Under Existing and Existing With Project conditions, freeway on and off ramps at Sierra Avenue are currently operating at LOS C, D, and E. Under Opening Year (2020) and Horizon Year (2040) Without and With Project conditions, freeway on and off ramps analyzed are forecast to operate at a deficient LOS F. At Caltrans facilities, LOS D is considered acceptable and LOS E or F is considered deficient. A significant impact occurs when Project-related traffic causes a freeway ramp to deteriorate from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or F) or if the Project contributes to an existing deficiency. As shown in TIA Tables 29, 31, and 33, I-15 northbound and southbound on and off ramps at Sierra Avenue are significantly impacted by the Project under Existing With Project, Opening Year (2020) With Project, and Horizon Year (2040) With Project conditions. Improvements at this freeway interchange and/or ramps are not planned or funded by Caltrans at this time. Under State law it is the responsibility of Caltrans to plan and implement improvements to reduce congestion on state-owned freeways. Caltrans is vested with the authority to determine what proposed improvements are feasible. The City has no established mechanism whereby the City can collect such funds from the applicant and transfer them to Caltrans to help finance the recommended freeway improvements. The City of Fontana cannot implement mitigation for identified merge/diverge locations that would result from Project traffic. Therefore, impacts at these locations would remain significant and unavoidable.

Mitigation Measures

No feasible mitigation measures are available.

Level of Significance After Mitigation

Significant and unavoidable impact.

HAZARDOUS DESIGN FEATURES

Impact 4.13-4 The project would not substantially increase hazards due to geometric design features or incompatible uses.

The Project involves constructing a logistics facility and realigning a portion of Lytle Creek Road. At Project completion, the Logistics Site would be accessed from two entrances, one driveway for passenger vehicles on Lytle Creek Road from the west and another driveway for passenger vehicles and trucks on Public Access Road from the east. The proposed Public Access Road would provide access to the Logistics Site from the realigned Lytle Creek Road. (refer to **Exhibit 3.0-14, Proposed Circulation and Improvements**).

The realignment of Lytle Creek Road would not involve any unusual conditions or hazardous geometric design features, such as sharp curves, dangerous intersections, or incompatible uses. Lytle Creek Road would be realigned at Sierra Avenue to have a 90-degree (right angle) access off of Sierra Avenue and eliminate the existing less efficient angle of access. Additionally, no agricultural use currently exists in the Project area nor is it proposed as part of the Project. Therefore, no incompatible uses used for agricultural purposes (e.g., tractors and farm equipment) would result in hazardous traffic conditions. Impacts in this regard are considered to be less than significant.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

Less than significant impact.

EMERGENCY ACCESS

Impact 4.13-5 The project would not result in inadequate emergency access.

The Project Area and surrounding area have access to several fully improved roadways, including I-15, which provide full emergency access to the Project Area. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with the construction TMP to facilitate the passage of persons and vehicles through/around any required road closures (refer to Mitigation Measure TR-1). Additionally, the Proposed Project design would be submitted to and approved by the Fontana Police Department and San Bernardino County Fire Department prior the issuance of building permits. The conceptual Project design would provide two main access points from opposite ends of Lytle Creek Road to the Logistics Site, which would comply with fire and emergency access standards. Adherence to applicable existing local and State requirements related to emergency access would reduce impacts associated with this issue to a less than significant level. As such, potential impacts are less than significant and no mitigation is required.

Mitigation Measures

Refer to Mitigation Measure TR-1.

Level of Significance After Mitigation

Less than significant impact.

CUMULATIVE IMPACTS

Impact 4.13-6 The project would potentially result in cumulative impacts to traffic resources.

As detailed above, approved or pending projects within the City of Fontana, City of Rialto, and San Bernardino County anticipated to be completed prior to Project opening and forecast to contribute traffic to the study area were identified. Forecast traffic related to these future developments were added to the existing plus ambient growth traffic volumes. A total of 27 cumulative projects were considered and 18 cumulative projects were found to contribute traffic to the Project's study area. TIA Table 13, *Cumulative Projects Trip Generation*, presents the cumulative projects identified with the direction of City staff and the forecast trip generation estimated for each project, and TIA Exhibit 12, *Cumulative Project's Location Map*, identifies the relative location of each cumulative project to the Proposed Project site.

Construction activities associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, as stated, Project construction would not result in significant traffic impacts upon implementation of a construction TMP required under Mitigation Measure TR-1. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project's contribution to cumulative construction traffic impacts would not be considerable.

A cumulative impact analysis was provided under Impact Statement 4.13-1 and included analyses for Existing With Project, Opening Year (2020) With Project and Horizon Year (2040) With Project conditions. As summarized in **Tables 4.13-11** through **4.13-16**, all study intersections are anticipated to operate at an acceptable LOS (LOS C or better) during peak hours with the Project except for following intersections:

- Existing With Project
 - Sierra Avenue / Riverside Avenue (Intersection No. 9) – LOS F in AM and PM peak hours
- Opening Year (2020) With Project
 - Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8) – LOS F in PM peak hours
- Horizon Year (2040) With Project
 - Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7) – LOS F in AM peak hours
 - Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8) – LOS F in PM peak hours

The City has plans to construct an additional northbound lane on Sierra Avenue and install a new traffic signal at the Sierra Avenue / Riverside Avenue intersection, which would reduce

the Project's cumulative impacts under Existing With Project conditions to less than significant levels. However, given the jurisdictional issues discussed above, no feasible mitigation is available to reduce the Project's cumulative traffic impacts under Opening Year (2020) With Project and Horizon Year (2040) With Project conditions, and would result in significant and unavoidable impacts.

Additionally, as detailed under Impact Statement 4.13-2, the Project would result in cumulatively significant and unavoidable impacts related to I-15 freeway mainline and on and off ramps. Under Existing and Existing With Project conditions, all three study freeway mainline segments are operating at LOS D. Under Opening Year (2020) and Horizon Year (2040) conditions with and without the Project, freeway segments analyzed are forecast to operate at LOS E and F respectively.

Freeway on and off ramps at Sierra Avenue are currently operating at LOS C, D, and E for Existing and Existing With Project conditions. Under Opening Year (2020) and Horizon Year (2040) Without and With Project conditions, freeway on and off ramps analyzed are forecast to operate at LOS F.

As stated above, improvements at study area freeway mainline segments and freeway on and off ramps are not planned or funded by Caltrans at this time, and jurisdictional issues preclude the City from identifying, mandating, or constructing improvements to freeway mainline segments or on and off ramps. Therefore, mitigation measures at these locations have not been proposed and as such, impacts at these freeway mainline segments and ramps locations are considered significant and unavoidable.

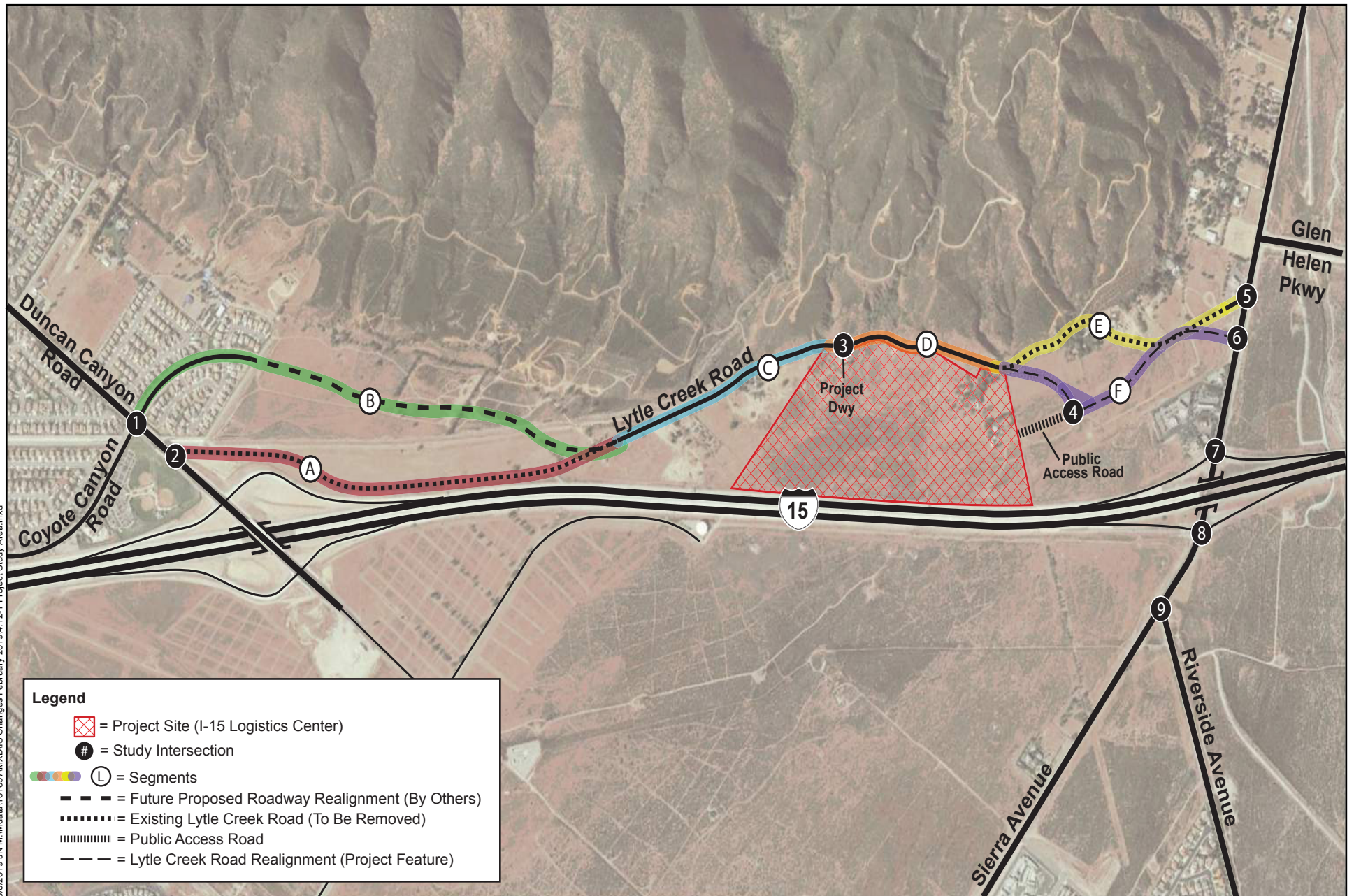
Mitigation Measures

Refer to Mitigation Measure TR-1.

Level of Significance After Mitigation

Significant and unavoidable impact.

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4.14 Tribal Cultural Resources

This section discusses the existing conditions, regulatory context, and potential impacts of the Project in relation tribal cultural resources. Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in Public Resources Code Section 21074(a)(1)(A) and (B).

4.14.1 Existing Conditions

Regional Setting

The Project Area is located in unincorporated San Bernardino County just north of Interstate 15 (I-15), south of Sierra Avenue, east of Lytle Creek Road, and in the northern portion of the City of Fontana's Sphere of Influence. More specifically, the Project Area is located near the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. Regional access to the site is from I-15 via the Sierra Avenue interchange and from Interstate 210 (I-210) via the Citrus or Sierra Avenue interchanges. Refer to **Exhibit 3.0-1, Regional Vicinity**, and **Exhibit 3.0-2, Project Vicinity**.

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, Project Description, the Project footprint is composed two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

As part of the cultural resources evaluation, on September 28, 2017 (prior to the field survey), an archaeological records search was conducted at the South Central Coastal Information Center (SCCIC) for the Proposed Project site and the surrounding 1-mile radius. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, as well as survey and excavation reports completed within 1 mile of the proposed Project site. Additional resources reviewed included the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and Inventory of Historic Structures.

Additional research was conducted through records of the General Land Office maintained by the Bureau of Land Management, the San Bernardino County Assessor, the San

Bernardino County Historical Archives, the Fontana Historical Society, and through various Internet resources.

Three historic-age properties were analyzed for CRHR eligibility: 4053 Lytle Creek Road, 4055 Lytle Creek Road, and 4157 Lytle Creek Road. Of the three properties, it was found that only the stone house associated with the 4055 Lytle Creek Road property has potential significance under CRHR Resource Criteria 1 and 3, which suggests that the property is associated with events that have made a significant contribution to the broad patterns of history and that the property is significant for its architecture. Thus, the 4055 Lytle Creek Road property would be eligible for consideration into the CRHR (BCR 2017). Refer to Section 4.4, Cultural Resources, for an analysis of CRHR eligible resources.

4.14.2 Regulatory Framework

Federal

Tribal Cultural Resources defined under state law, consistent with California State Assembly Bill (AB) 52. As such, there are no federal laws applicable to Tribal Cultural Resources. For a discussion of the federal regulations applicable to cultural resources, refer to Section 4.4.

State

State historic preservation regulations affecting the Project include the statutes and guidelines contained in CEQA, Public Resources Code (PRC) Sections 20183.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including:

The resource is associated with events that have made a contribution to the broad patterns of California history;

The resource is associated with the lives of important persons from our past;

The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or

The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal

remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

Senate Bill 18

California Senate Bill (SB) 18, effective September 2004, requires a local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission contact list and have traditional lands located within the city's or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code Section 65453.

The City sent consultation letters to the tribes listed below. The letters informed the respective tribes of the Proposed Project and provided the opportunity for the tribe to consult with the City pursuant to SB 18 requirements. The City contacted the following tribes via written correspondence on October 31, 2017 in compliance with SB-18:

- Pauma Band of Luiseno Indians-Pauma & Yuima Reservation
- Gabrielino-Tongva Tribe
- Gabrielino/"Tongva Nation
- Gabrieleno/"Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrieleno Band of Mission Indians-Kizh Nation
- Agua Caliente Band of Cahuilla Indians
- Torres-Martinez Desert Cahuilla Indians
- Ramona Band of Cahuilla Indians
- Cahuilla Band of Indians
- Cabazon Band of Mission Indians
- Morongo Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Los Coyotes Band of Mission Indians

As of the time this Draft EIR was made available for public review, the City has not received any requests for consultation.

Assembly Bill 52

On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52, which creates a new category of environmental resources that must be considered under CEQA: tribal cultural resources. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

AB 52 adds tribal cultural resources to the categories of cultural resources in CEQA, which had formerly been limited to historic, archaeological, and paleontological resources. Tribal cultural resources are defined as either:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included in the state register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the state register; or
2. Resources determined by the lead agency, in its discretion, to treat the resource as a tribal cultural resource.

The City contacted the following tribes via written correspondence on September 21, 2017 in compliance with AB-52:

- Soboba Band of Luiseno Indians
- Torres Martinez Desert Cahuilla Indians
- Gabrieleno Band of Mission Indians-Kizh Nation
- San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians

The letters sent by the City informed the respective tribes of the Proposed Project and provided the opportunity for the tribes to consult with the City pursuant to AB 52 requirements. Only the Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians requested formal consultation for the Project. The City of Fontana conducted formal consultations with the Gabrieleno Indians on May 31, 2018 and the San Manuel Band of Mission Indians on July 17, 2018. Both tribes indicated that the Project Area has the potential to support potential tribal cultural resources and requested that mitigation be included in the EIR. The City has developed mitigation measures that incorporate the comments received by both tribes, and the measures have been included in the analysis that follows.

As of the time this Draft EIR was made available for public review, the City has not received any additional requests for consultation pursuant to AB-52.

California Register of Historical Resources

AB 2881 was signed into law in 1992, establishing the CRHR. The CRHR is an authoritative guide in California used by state and local agencies, private groups, and citizens to identify

the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based on National Register of Historic Places criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation (OHP) has broad authority under federal and state law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in PRC Sections 5020.1(q) and 21084.1. Substantial adverse change means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by Project Area activities. Activities that could potentially result in a significant impact consist of demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level of significance of Project activities. The steps required to be implemented to determine significance in order to comply with CEQA Guidelines are:

Identify cultural resources.

Evaluate the significance of the cultural resources based on established thresholds of significance.

Evaluate the effects of a project on all cultural resources.

Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Sections 6253, 6254, and 6254.10 of the California Government Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; Government Code [GC] Section 6250 et seq.) and California's open meeting laws (Brown Act, GC Section 54950 et seq.) protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any state or local agency to deny a CPRA request and withhold from public disclosure:

Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Section 5097.9 and Section 5097.993 of

the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency (GC Section 6254[r]); and

Records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency (GC Section 6254.10).

Likewise, the Information Centers of the California Historical Resources Information System (CHRIS) maintained by the OHP prohibit public dissemination of records and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-federal land in California is also required to comply with state laws pertaining to the inadvertent discovery of Native American human remains.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

County of San Bernardino General Plan

The County's General Plan Conservation Element includes concepts and guidelines to manage, preserve, and use cultural resources. The following goals, policies, and programs are applicable to the Proposed Project:

Goal CO 3	The County will preserve and promote its historic and prehistoric cultural heritage.
Policy CO 3.1	Identify and protect important archaeological and historic cultural resources in areas of the County that have been determined to have known cultural resource sensitivity.
Program 1	Require a cultural resources field survey and evaluation prepared by a qualified professional for projects located within the mapped Cultural Resource Overlay area.
Program 2	Mitigation of impacts to important cultural resources will follow the standards established in Article 9 of the California Environmental Quality Act Guidelines, as amended to date.

Policy CO 3.2	Identify and protect important archaeological and historic cultural resources in all lands that involves disturbance of previously undisturbed ground.
Program 1	Require the Archaeological Information Center at the San Bernardino County Museum to conduct a preliminary cultural resource review prior to the County's application acceptance for all land use applications in planning regions lacking Cultural Resource Overlays and in lands located outside of planning regions.
Program 2	Should the County's preliminary review indicate the presence of known cultural resources or moderate to high sensitivity for the potential presence of cultural resources, a field survey and evaluation prepared by a qualified professional will be required with project submittal. The format of the report and standards for evaluation will follow the "Guidelines for Cultural Resource Management Reports" on file with the San Bernardino County Land Use Services Department.
Policy CO 3.3	Establish programs to preserve the information and heritage value of cultural and historical resources.
Policy CO 3.4	The County will comply with Government Code Section 65352.2 (SB 18) by consulting with tribes as identified by the California Native American Heritage Commission on all General Plan and specific plan actions.
Program 1	<p>Site record forms and reports of surveys, test excavations, and data recovery programs will be filed with the Archaeological Information Center at the San Bernardino County Museum and will be reviewed and approved in consultation with that office.</p> <ul style="list-style-type: none">a. Preliminary reports verifying that all necessary archaeological or historical fieldwork has been completed will be required prior to project grading and/or building permits.b. Final reports will be submitted and approved prior to project occupancy permits.
Program 2	Any artifacts collected or recovered as a result of cultural resource investigations will be catalogued per County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved. This shall not preclude the local tribes from seeking the return of certain artifacts as agreed to in a consultation process with the developer/project archaeologist.

Program 3	When avoidance or preservation of an archaeological site or historic structure is proposed as a form of mitigation, a program detailing how such long-term avoidance or preservation is assured will be developed and approved prior to conditional approval.
Policy CO 3.5	Ensure that important cultural resources are avoided or minimized to protect Native American beliefs and traditions.
Program 1	Consistent with SB 18, as well as possible mitigation measures identified through the CEQA process, the County will work and consult with local tribes to identify, protect and preserve “traditional cultural properties” (TCPs). TCPs include both manmade sites and resources as well as natural landscapes that contribute to the cultural significance of areas.
Program 2	The County will protect confidential information concerning Native American cultural resources with internal procedures, per the requirements of SB 922, an addendum to SB 18. The purpose of SB 922 is to exempt cultural site information from public review as provided for in the Public Records Act. Information provided by tribes to the County shall be considered confidential or sacred.
Program 3	The County will work in good faith with the local tribes, developers/applicants and other parties if the local affected tribes request the return of certain Native American artifacts from private development proposed projects. The developer is expected to act in good faith when considering the local tribe’s request for artifacts. Artifacts not desired by the local tribe will be placed in a qualified repository as established by the California State Historical Resources Commission. If no facility is available, then all artifacts will be donated to the local tribe.
Program 4	The County will work with the developer of any “gated community” to ensure that the Native Americans are allowed future access, under reasonable conditions, to view and/or visit known sites within the “gated community.” If a site is identified within a gated community proposed project, and preferably preserved as open space, the development will be conditioned by the County allow future access to Native Americans to view and/or visit that site.
Program 5	<p>Because contemporary Native Americans have expressed concern over the handling of the remains of their ancestors, particularly with respect to archaeological sites containing human burials or cremations, artifacts of ceremonial or spiritual significance, and rock art, the following actions will be taken when decisions are made regarding the disposition of archaeological sites that are the result of prehistoric or historic Native American cultural activity:</p> <p>a. The Native American Heritage Commission and local reservation, museum, and other concerned Native</p>

- American leaders will be notified in writing of any proposed evaluation or mitigation activities that involve excavation of Native American archaeological sites, and their comments and concerns solicited.
- b. The concerns of the Native American community will be fully considered in the planning process.
 - c. If human remains are encountered during grading and other construction excavation, work in the immediate vicinity will cease and the County Coroner will be contacted pursuant to the state Health and Safety Code.
 - d. In the event that Native American cultural resources are discovered during project development and/or construction, all work in the immediate vicinity of the find will cease and a qualified archaeologist meeting U.S. Secretary of Interior standards will be hired to assess the find. Work on the overall project may continue during this assessment period.
 - e. If Native American cultural resources are discovered, the County will contact the local tribe. If requested by the tribe, the County will, in good faith, consult on the discovery and its disposition with the tribe.

County of San Bernardino Development Code

Development Code Chapter 82.12, Cultural Resources Preservation (CP) Overlay, includes regulations pertaining to the identification and preservation of important archaeological and historical resources. The chapter outlines application requirements for a project proposed within a CP Overlay, as well as development standards and explanation of the need for a Native American monitor.

The Development Code states that the CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories: California Archaeological Inventory, California Historic Resources Inventory, California Historical Landmarks, California Points of Historic Interest, and/or National Register of Historic Places.

City of Fontana General Plan Community and Neighborhoods Element

The City's General Plan Community and Neighborhoods Element focuses on attributes that contribute to the character and quality of life in the communities and neighborhoods where people live. This includes historic and cultural resources that link Fontana to its past. The element's goals and policies applicable to the Proposed Project are listed below.

Community and Neighborhoods Element

Goal 1	The integrity and character of historic structures and cultural resources sites within the City of Fontana are preserved.
Policy 1.1	Coordinate city programs and policies to support preservation goals.
Policy 1.2	Support and promote community-based historic preservation initiatives.
Policy 1.3	Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.
Goal 2	Residents' and visitors' experience of Fontana is enhanced by a sense of the city's history.
Policy 2.1	Enhance public awareness of Fontana's unique historical and cultural legacy and the economic benefits of historic preservation in Fontana.
Policy 2.2	Support creation of the Fontana Historical Museum.
Goal 3	Archaeological resources are protected and preserved.
Policy 3.1	Collaborate with state archaeological agencies to protect resources.
Action A	Continue to ensure that proper protocols are observed in development proposals for sites with potential archaeological significance.
Action B	Include cultural and archaeological sites and Native American history and archaeology in programs about Fontana history.

4.14.3 Thresholds for Determination of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, implementation of the Project would be considered to have a significant impact on tribal cultural resources if it would do any of the following:

1. 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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in

subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.14.4 Impact Analysis and Mitigation Measures

TRIBAL CULTURAL RESOURCES

Impact 4.14-1a, b **The Project would potentially 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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and 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), or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Three historic-age structures that have been evaluated for historic significance would be demolished to allow for the development of the Logistics Facility. Only one property is eligible for listing in the California Register of Historic Places: the stone house at 4055 Lytle Creek Road. Refer to Section 4.4 for discussion of the stone house at 4055 Lytle Creek Road and other properties. The stone house was constructed in the 1920s and occupied by families who farmed the site. None of these resources, however, were identified by the Native American representatives contacted under SB 18 or AB 52 as a resource that is sacred or an object of cultural value to the Native American tribe. Therefore, no tribal cultural resources have been identified on the Project Area.

In compliance with AB 52 and SB 18, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 and SB 18 of the opportunity to consult on the Project and assist the City in determining whether there were potential tribal cultural resources associated with the Project Area.

The San Manuel Band of Mission Indians and the Gabrieleno Indians both participated in a formal consultation with the City of Fontana regarding the Project. The San Manuel Band of Mission Indians raised concerns regarding the potential for tribal cultural resources to be present and directly impacted by Project development. As noted in Section 4.4, there are no known archeological resources on the Logistics Facility site; however, there is potential for the accidental discovery of archeological resources. Mitigation Measure CR-2, has been

included, which states that if undocumented cultural resources are identified during earthmoving activities a qualified archeologist shall be contacted to assess the resource and divert construction activities if necessary.

As a result of the tribal consultation process, the City has agreed to implement Mitigation Measures CR-2 and CR-3. Mitigation Measure CR-2 would require archaeological monitoring for all ground-disturbing activities below 2 feet. Mitigation Measure CR-3 would require preparation of a Treatment and Disposition Plan (TDP) which provides details regarding the process for the in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Following implementation of Mitigation Measures CR-1 and CR-2, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

See Mitigation Measure CR-2 and CR-3 in Section 4.4.

Level of Significance After Mitigation

Impacts would be less than significant.

CUMULATIVE IMPACTS

Impact 4.14-2	The Project would not result in cumulative impacts related to tribal cultural resources. Impacts would be less than significant with mitigation.
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Cumulative projects that would have the potential to be considered in a cumulative context with the projects' incremental contribution, and that are included in the analysis of cumulative impacts relative to land use and planning, are identified in **Table 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, of this EIR.

Ongoing development and growth in the broader Project Area may result in a cumulatively significant impact to cultural resources, tribal cultural resources, and paleontological resources due to the continuing disturbance of undeveloped areas, which could potentially contain significant, buried archaeological, paleontological, or tribal cultural resources. Because there is always a potential to encounter unrecorded archaeological, tribal cultural, and paleontological resources during construction activities, no matter the location or sensitivity of a particular site, mitigation measures **CR-2** and **CR-3** are required to protect, preserve, and maintain the integrity and significance of cultural, tribal cultural, and/or paleontological resources in the event of the unanticipated discovery of a significant resource.

As discussed above, the individual, Project-level impacts were found to be less than significant with incorporation of mitigation measures, and the Proposed Project would be required by law to comply with all applicable federal, state, and local requirements related to historical, archaeological, paleontological, and tribal cultural resources. Other related cumulative projects would similarly be required to comply with all such requirements and regulations, to be consistent with the provisions set forth by CEQA, and to implement all

feasible mitigation measures should a significant project-related or cumulative impact be identified.

Mitigation Measures

Implementation of mitigation measures **CR-2** and **CR-3**.

Level of Significance

Less than significant impact with mitigation.

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4.15 Utilities and Service Systems

This section evaluates the existing utilities and service systems setting and the Proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The Project Area is currently located in San Bernardino County. With the Proposed Project, the Project Area would be annexed into the City of Fontana under existing City General Plan land use designations applicable to the Project Area. As such, the information and analysis herein rely on the General Plans of both the City of Fontana and the County of San Bernardino. In addition, a Water Supply Assessment (WSA) was prepared for the Project in July 2018 by Water Systems Consulting, Inc. for the West Valley Water District, which has been included in **Appendix J**. The WSA was approved by the West Valley Water District Board on July 13, 2018.

4.15.1 Existing Conditions

Project Setting

The 152-acre Project Area is located in unincorporated San Bernardino County at the base of the lower slopes of the San Gabriel Mountains, with the San Bernardino National Forest to the northwest. As indicated in Section 3.0, the Project footprint is composed of two geographical areas: the 76-acre Logistics Site and the Annexation Area (or Project Area, which is inclusive of the 76-acre Logistics Site); refer to **Exhibit 3.0-3, Project Footprint**. The City's General Plan includes most but not all of the Project Area, excluding an approximately 2.14-acre portion of the Project Area that is located north of Lytle Creek Road and is currently outside of the City's sphere of influence (Assessor's Parcel Number [APNs] 0239-014-15 and portions of APNs 0239-091-13 and -14, and the westerly right-of-way [ROW] of Lytle Creek Road).

Water

The Project Area is located mostly within the water service area of the West Valley Water District (West Valley), which provides retail water service to Fontana and portions of unincorporated San Bernardino County; refer to **Exhibit 3.0-8, West Valley Water District Existing and Proposed Service Area**. The West Valley district is in southwestern San Bernardino County, with a small part in northern Riverside County. West Valley's service area boundaries are adjacent to the western limits of the city of San Bernardino on the east, to and including the eastern part of Fontana on the west, to the US Forest Service boundary on the north, and to Riverside County on the south. West Valley is divided into northern and southern sections by the central portion of Rialto.

The 2015 Regional Urban Water Management Plan (RUWMP) is West Valley's most recently adopted urban water management plan; it describes water supplies that will be used by West Valley to fulfill projected future demand. According to the RUWMP, West Valley served a population of 80,161 residents in 2015 and is projected to serve an estimated future population of 115,568 by 2040 (West Valley Water District 2015).

West Valley utilizes three primary sources for drinking water supply: local surface water from flows on the east side of the San Gabriel Mountains, including North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek; groundwater; and imported water from the State Water Project (SWP) through the San Bernardino Valley Municipal Water District (SBVMWD), through the Lytle Turnout off the San Gabriel Feeder Pipeline. Newly constructed metering and transmission facilities will enable West Valley to purchase and treat up to 20 million gallons per day (mgd) (approximately 23,000 acre-feet [AF] per year) at final treatment plant expansion. SWP water is treated at the district's Oliver P. Roemer Water Filtration Facility and used for potable supply; the water can be used to supply non-potable customers or for groundwater recharge in the Lytle Creek Basin. In 2006, the water facility was expanded to increase production capacity to 14.4 mgd. Ultimately, this plant will have a capacity of 20.4 mgd. West Valley has been using SWP water through the Lytle Turnout since 1999. In addition, West Valley participates in regional planning efforts to capture additional stormwater for purposes of groundwater recharge.

The West Valley distribution system is divided into eight pressure zones; it currently has 25 existing reservoirs with a total storage capacity of approximately 72.61 million gallons.

Wastewater

Regional domestic wastewater treatment services are provided under the Regional Sewer Service Contract in which seven agencies—Fontana, Cucamonga County Water District, Montclair, Upland, Chino, Chino Hills, and Ontario—currently contract with the Inland Empire Utilities Agency (IEUA). The City of Fontana maintains more than 250 miles of 6- to 42-inch sewer lines and six sewage pump stations, as well as provides industrial wastewater permitting and enforcement pursuant to the Clean Water Act of 1972.

Stormwater Drainage

The Project Area is located within the boundaries of the San Sevaine Channel Watershed, which is in San Bernardino County Flood Control District (SBCFCD) Zone 1. Both the City and the SBCFCD provide flood control facilities for Fontana. SBCFCD is responsible for the construction of dams, containment basins, channels, and storm drains to intercept and convey flood flows through and away from developed areas. The City constructs and maintains local storm drains that feed into the county's area-wide system. In addition, the City has adopted a Master Drainage Plan.

As a permittee in the Santa Ana Regional Water Quality Control Board (RWQCB) Basin Plan, the City of Fontana implements a Municipal Storm Water Management Plan, which prohibits and regulates various types of discharges, mandates inspections and public education, puts controls on new development and redevelopment, and specifies site and construction site maintenance practices.

Solid Waste

The main solid waste disposal site for the Project Area is the Mid-Valley Sanitary Landfill in Rialto. The landfill has a capacity of 7,500 tons of solid waste per day and, as of September 2009, had 67,520,000 cubic yards of capacity available (CalRecycle 2017). The facility is projected to reach capacity in 2033.

4.15.2 Regulatory Framework

Federal

Safe Drinking Water Act

Passed in 1974 and amended in 1986 and 1996, the Safe Drinking Water Act gives the US Environmental Protection Agency (EPA) the authority to set drinking water standards. Such standards apply to public water systems that provide water for human consumption through at least 15 service connections or regularly serve at least 25 individuals. There are two categories of drinking water standards: National Primary Drinking Water Regulations and National Secondary Drinking Water Regulations. The primary regulations are legally enforceable standards that apply to public water systems. The secondary standards protect drinking water quality by limiting the levels of specific contaminants that can adversely affect public health and are known or anticipated to occur in water.

Clean Water Act

In 1972, the Federal Water Pollution Control Act Amendments were enacted to address water pollution problems. After an additional amendment in 1977, this law was re-named the Clean Water Act (CWA). Thereafter, it established the regulation of discharges of pollutants into waters of the United States by the EPA. Under the Clean Water Act, the EPA can implement pollution control programs and set water quality standards. Additionally, the CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained pursuant to its provisions.

State

Water

Senate Bill (SB) 610 requires the preparation of a water supply assessment to examine existing water supply entitlements, water rights, and water service contracts relevant to the water supply for a proposed project. Projects required to prepare a WSA must meet one of the following criteria as defined by SB 610:

- Residential development of more than 500 dwelling units
- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor area
- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area
- Hotel or motel, or both, having more than 500 rooms
- Industrial, manufacturing or processing plant, or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- Mixed-use project that includes one or more of the projects specified above

- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units

Under Assembly Bill (AB) 325, all developer-installed landscaping must be accompanied by a landscape package that documents how water use efficiency would be achieved through design. In addition, Title 24 of the California Code of Regulations incorporates the California Building Standards, included as the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance and efficiency standards that promote water conservation. A number of state laws require water-efficient plumbing fixtures in structures.

The California Fire Code, Appendix B, outlines fire flow and storage reserve requirements for fire protection.

Solid Waste

The Integrated Waste Management Act (AB 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Local

San Bernardino County Local Agency Formation Commission

The San Bernardino County Local Agency Formation Commission (LAFCO) will serve as a responsible agency under the California Environmental Quality Act (CEQA). LAFCO will rely on this Draft EIR in considering the discretionary actions under LAFCO's jurisdiction and authority regarding proposed sphere of influence (SOI) amendments and annexations requested by the City of Fontana, West Valley, and the SBVMWD.

Chapter 4, Spheres of Influence, from the San Bernardino County LAFCO Policy and Procedure Manual includes a list of factors that LAFCO is required to review in connection with any SOI proposal review, as outlined in Government Code Section 56425(e). The factors are as follows:

- A. The present and planned land uses in the area, including agricultural and open-space lands;
- B. The present and probable need for public facilities and services in the study area;
- C. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide;
- D. The existence of any social or economic communities of interest in the area if LAFCO determines that they are relevant to the agency; and
- E. For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, that occurs pursuant to subdivision (g) on or after July 1, 2012, the present

and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

San Bernardino County General Plan

The County of San Bernardino 2007 General Plan Circulation and Infrastructure Element includes the following goals, policies, and programs that are applicable to the Project:

Goal CI 11 The County will coordinate and cooperate with governmental agencies at all levels to ensure safe, reliable, and high-quality water supply for all residents and ensure prevention of surface and ground water pollution.

Policy CI 11.1 Apply federal and state water quality standards for surface and groundwater and wastewater discharge requirements in the review of development proposals that relate to type, location and size of the proposed project to safeguard public health.

Policy CI 11.5 Work with Regional Water Quality Control Boards to establish uniform criteria for appropriate sewerage options for new development.

Policy CI 11.9 Encourage water conservation, replenishment programs, and water sources in areas experiencing difficulty in obtaining timely or economical water service from existing potential suppliers, or water quality or quantity problems.

Policy CI 11.12 Prior to approval of new development, ensure that adequate and reliable water supplies and conveyance systems will be available to support the development, consistent with coordination between land use planning and water system planning.

Programs

3. Consider the effect of development proposals and whether or not they should include the phased construction of water production and distribution systems. Hydrologic studies may be required as appropriate.

Policy CI 12.3 Continue to work with local responsible wastewater authorities and verify that suitable arrangements have been made to safely dispose of sewage, septage, or sludge for all new development (subdivisions and conditional use permits).

Policy CI 12.10 Because public health and safety are endangered through the establishment of urban uses without adequate sewer service, the County will seek to direct urban development in areas that are served

by domestic sewer systems and away from areas in which soils cannot adequately support septic tank/leach field systems.

Policy CI 12.11 Prior to approval of new development, ensure that adequate and reliable wastewater systems will be available to support the development, consistent with coordination between land use planning and wastewater system planning.

Programs

2. Cooperate with the local wastewater/sewering authority to consider the effect of development proposals and whether they should include the phased construction of wastewater treatment facilities.

Policy CI 12.12 Cooperate with local wastewater/sewering authorities to monitor future development to ensure that development will proceed only when sufficient capacity or approved alternative wastewater treatment systems can be provided.

Policy CI 12.13 Cooperate with special districts (board-governed, independent wastewater agencies) and the cities, as applicable to a particular development, to assist in the planning and construction of sewage collection and treatment facilities on the basis of the County's adopted growth forecast.

Goal CI 13 The County will minimize impacts to stormwater quality in a manner that contributes to improvement of water quality and enhances environmental quality.

Policy CI 13.1 Utilize site-design, source-control, and treatment control best management practices (BMPs) on applicable projects, to achieve compliance with the County Municipal Stormwater NPDES Permit.

Policy CI 13.2 Promote the implementation of low impact design principles to help control the quantity and improve the quality of urban runoff. These principles include:

- a. Minimize changes in hydrology and pollutant loading; ensure that post development runoff rates and velocities from a site do not adversely impact downstream erosion, and stream habitat; minimize the quantity of stormwater directed to impermeable surfaces; and maximize percolation of stormwater into the ground where appropriate.
- b. Limit disturbance of natural water bodies and drainage systems; conserve natural areas; protect slopes and channels;

- c. Preserve wetlands, riparian corridors, and buffer zones; establish reasonable limits on the clearing of vegetation from the project site;
- d. Establish development guidelines for areas particularly susceptible to erosion and sediment loss; and
- e. Require incorporation of structural and non-structural BMPs to mitigate projected increases in pollutant loads and flows.

Goal CI 14	The County will ensure a safe, efficient, economical, and integrated solid waste management system that considers all wastes generated within the County, including agricultural, residential, commercial, and industrial wastes, while recognizing the relationship between disposal issues and the conservation of natural resources.
Policy CI 14.1	Utilize a variety of feasible processes, including source reduction, transfer, recycling, land filling, composting, and resource recovery to achieve an integrated and balanced approach to solid waste management.
Policy CI 14.5	Coordinate with agencies at the state level, including the California Integrated Waste Management Board, counties and cities within the southern California region, and other interested agencies or persons in the public or private sectors to ensure effective solid waste management.

City of Fontana General Plan

The City of Fontana General Plan Update 2015-2035 Infrastructure and Green Systems Element include the following goals, policies, and actions that are applicable to the Project:

GOAL 3	The city continues to have an effective water conservation program.
Action C	Continue to promote drought-tolerant landscaping and water conservation activities for homeowners, tenants, and other property owners.
GOAL 6	Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional one water one watershed standards.
Policy 1	Continue to implement the Water Quality Management Plan for stormwater management that incorporates low-impact and green infrastructure standards.
Policy 2	Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.

Action D	Revise development standards to reflect low-impact and green infrastructure stormwater management requirements in order to meet or exceed watershed goals.
Action F	Provide aesthetic benefits by incorporating green infrastructure in landscape design for public and private commercial projects.
GOAL 8	All residences, businesses, and institutions have a dependable, environmentally safe means to dispose of solid waste.
Policy 1	Continue to use best practices for environmentally safe collection, transport and disposal of hazardous wastes.

4.15.3 Logistics Facility Utilities

The logistics facility would include on-site and off-site utility connections: water, sewer, storm drain facilities, natural gas, electricity, and cable, as follows:

- Water improvements would tie in to existing 12-inch lines adjacent to the site.
- Sewer would be provided by installing a privately maintained lift station, which would tie into the sewer system along Sierra Avenue to the manhole near Segovia Lane.
- Storm drain improvements would include the installation of underground collection pipes. A 3-acre on-site detention flood control/infiltration basin would be located on the southeast portion of the Logistics Site.
- Electricity would be provided by Southern California Edison (SCE).
- Cable would be provided by Frontier Communications.

4.15.4 Thresholds for Determination of Significance

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the proposed project would be considered to have a significant impact on utilities and service systems if it would do any of the following:

1. 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.
2. Have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements.
3. Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4. 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.
5. Not comply with federal, state, and local statutes and regulations related to solid waste.

4.15.5 Impact Analysis and Mitigation Measures

NEW WATER, WASTEWATER, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES

Impact 4.15-1	The project could 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.
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Water Facilities

The Proposed Project will require water for consumptive and sanitary purposes to support employees at the facility and for irrigation of landscaped areas. According to the WSA, it is anticipated that the new water demand created by the Project would not exceed the City's anticipated water supply. As such, the Project would not require or result in the construction or expansion of water facilities. Refer to Impact 4.15-4 for a discussion regarding water supply associated with the Project.

The Project is not located near any existing recycled water facilities; however, in the future, it may be possible to serve the Project with recycled water. West Valley policy recognizes recycled water as a preferred source of water supply for all non-potable water demands, including, without limitation, irrigation of recreation areas, green-belts, open space, common areas, commercial landscaping and supply for aesthetic impoundment or other water features. The majority of landscaped areas on the Logistics Site have been designed to use recycled water to the greatest extent possible.

As such, the Project's impacts regarding the construction or expansion of existing water facilities would be less than significant.

Wastewater Facilities

Project implementation is anticipated to generate an additional 67,475 gallons per day or 0.067 mgd of wastewater based on wastewater generation rates previously approved by IEUA (2,500 gallons per day per acre for industrial uses). However, the Proposed Project's design features include site-specific sewer improvements through the installation of a privately maintained lift station, which would tie into the existing sewer system along Sierra Avenue to the manhole near Segovia Lane.

The IEUA treats domestic wastewater for the City. The City operates wastewater conveyance facilities within the City boundaries. Treatment of wastewater generated in Fontana is handled at the IEUA's Regional Plant No. 1 in Ontario. The plant currently processes approximately 32 mgd of raw sewage. Its ultimate treatment capacity is 40 million gallons per day, leaving a surplus capacity of approximately 8 mgd.

The San Bernardino Trunk Sewer Project was completed in April 2009. That Project included the construction of approximately 19,600 linear feet of sanitary sewer main from Cypress Avenue to Mulberry Avenue, which ties into a regional pump station and force main that is operated by the IEUA. This system diverts existing sewer flows from Regional Plant No. 1 to Regional Plant No. 4, which has increased opportunities for recycled water, as well as opportunities for future annexations from the county area by providing additional capacity. Table 4.15-1 shows the current flow, current treatment capacity, and ultimate treatment capacity for Regional Plant No. 1 and 4. Future implementation of conservation strategies and the increased use of reclaimed water are expected to decrease the need for treatment capacity and serve as a beneficial reuse of water resources.

Table 4.15-1: Regional Plant No. 1 and 4 Status

	Regional Plant No. 1 MGD	Regional Plant No. 4 MGD
Current Flow	23.7	9.3
Current Treatment Capacity	32	14
Ultimate Treatment Capacity	40	21

Source: Email communication with Eva Brown at Inland Empire Utilities Agency on June 11, 2019.
MGD = million gallons per day

Based on the City's General Plan Update 2015-2035 EIR (City of Fontana 2018b), while the population and amount of commercial and industrial development is anticipated to increase through 2035, the various water conservation goals and policies, and presence or absence of drought conditions will have a direct effect on the volume of wastewater. In 2009, following significant growth in the city, the wastewater treatment facilities upon which the City relies are still operating below capacity. In addition, wastewater streams can be somewhat manipulated amongst Regional Plant No. 1 and Regional Plant No. 4 to a certain extent as demand may require. Water conservation efforts are also achieving a 10 percent reduction in wastewater generation, a level which is expected to increase to 20 percent by 2020. Given the amount of excess capacity in the existing treatment facilities serving the City, the Proposed Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed IEUA capacity. In addition, the Project Applicant would be required to pay standard IEUA sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant.

Stormwater Drainage Facilities

The Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), as required by the NPDES Construction General Permit, that will include BMPs that will

ensure stormwater during construction does not exceed applicable standards or create adverse water quality impacts. Once operational, the Proposed Project would introduce impervious cover to a currently undeveloped area and would alter long-term drainage and groundwater infiltration patterns in the immediate Project vicinity. The Project would construct storm drain improvements that would include the installation of underground collection pipes, and a 3-acre on-site detention flood control/infiltration basin would be constructed on the southeast portion of the site. As noted in the Project's WQMP, the on-site improvements would capture the Design Capture Volume of runoff anticipated at the Logistics Site. Thus, the Project's features would implement BMPs sufficient to capture stormwater volumes to ensure not significant impact to stormwater facilities would result. The Project's drainage features would be implemented in compliance with the provisions of the City's Master Drainage Plan and would not conflict with that plan. Therefore, it is not anticipated that the Project would require, or result in, the construction of stormwater drainage facilities or the expansion of existing facilities. A less than significant impact would occur.

Electric Power Facilities

The Project would connect to existing electric power facilities owned and operated by Southern California Edison. As discussed in Section 4.5, *Energy*, of this EIR, an analysis of the Project's electricity usage was conducted. The Project's annual electricity consumption is estimated to be 2,945,123 kilowatt-hours.

According to the City's General Plan Public Facilities, Services and Infrastructure Element, electricity service is provided to newly developed areas, as part of a service contract, and generating capacity for the area is sufficient to accommodate future growth. Therefore, the construction or relocation of electric power facilities associated with the Project would not cause significant environmental effects. A less than significant impact would occur.

Natural Gas Facilities

The Project would not require the use natural gas and therefore will not be connected to existing natural gas lines owned and operated by the Southern California Gas Company. No impact would occur.

Telecommunications Facilities

Telecommunication facilities would be provided to the project site by Frontier Communications. Frontier Communications will connect the Project Site to existing telecommunication facilities, which are located in the vicinity of the project site. Less than significant impacts would occur.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

ADEQUATE WATER SUPPLY

Impact 4.15-2 The project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements.

The Logistics Site to be developed is approximately 76 acres and comprises light industrial, warehouse, and office uses. The WSA prepared for the Project estimated the Proposed Project's water demands using the developed acreage attributed to each use type (including landscape irrigation for light industrial and parking area requirements). The total developed area was prorated based on the building square footage for each use type. Water demands were then estimated for the Project using land use-based water demand factors from West Valley's 2012 Water Master Plan. The land use demand factors are applied to gross estimated acreage for each land use. Applying the 2012 Water Master Plan water usage rate of 2,000 gallons per day per acre for the light industrial building, parking, and landscape irrigation areas, and 3,500 gallons per day per acre for office building and parking areas, result in a total demand of 147 AF per year. The Project is expected to be completed in a single phase, and the water demands are expected to be in place by 2020. The existing residential uses in the development area are not currently served by West Valley, although they are within its service area; therefore, redevelopment of the site does not impact the estimated demands for the area.

West Valley's RUWMP assumed that the district's total industrial demands would increase from 709 AFY in 2015 to 2,231 AFY in 2040, a total increase of 1,522 AFY (West Valley Water District 2015). The Proposed Project's additional demands of 147 AFY are less than the assumed increase in industrial demands in the RUWMP; therefore, the demands of the Project were included in the plan. The RUWMP assessed the projected water demand and supply in the service area and concluded that West Valley has, and will have, an adequate water supply to meet all demands within its service area to 2040. Further, West Valley anticipated an increase in industrial demand from 709 AFY in 2015 to 2,231 AFY in 2040 within the service area.

In addition, according to the WSA prepared for the Proposed Project, West Valley has estimated that demands could increase 10 percent during a single dry year. During a multiple dry year period, it is expected that conservation messaging and restrictions would lead to consumption dropping back down to normal year levels in the second dry year, and falling a further 10 percent in the third dry year. Tables 4.15-2, 4.15-3, and 4.15-4 summarize the anticipated supplies and demands for West Valley. West Valley has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand associated with the Proposed Project, in addition to existing and planned future uses.¹

¹ Water Systems Consulting, Inc., Water Supply Assessment (July 13, 2018), pp. 23-24.

Table 4.15-2: Normal Year Supply and Demand Comparison (Acre Feet [AF])

Totals	2020	2025	2030	2035	2040
Supply Totals	36,400	41,900	45,400	48,400	48,400
Demand Totals	20,799	22,256	23,802	25,492	27,312
Difference	15,601	19,644	21,598	22,908	21,088

Source: Water Systems Consulting, Inc., Water Supply Assessment (July 13, 2018), Table 10.

Table 4.15-3: Single Dry Year Supply and Demand Comparison (AF)

Totals	2020	2025	2030	2035	2040
Supply Totals	33,030	38,530	42,030	45,030	45,030
Demand Totals	22,879	24,481	26,183	28,041	30,043
Difference	10,151	14,049	15,847	16,989	14,987

Source: Water Systems Consulting, Inc., Water Supply Assessment (July 13, 2018), Table 11.

Table 4.15-4: Multiple Dry Years Supply and Demand Comparison (AF)

Year	Totals	2020	2025	2030	2035	2040
First Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	22,879	24,481	26,183	28,041	30,043
	Difference	10,151	14,049	15,847	16,989	14,987
Second Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	20,799	22,256	23,802	25,492	27,312
	Difference	12,231	16,274	18,228	19,538	17,718
Third Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	18,719	20,030	21,422	22,943	24,580
	Difference	14,311	18,500	20,608	22,087	20,450

Source: Water Systems Consulting, Inc., Water Supply Assessment (July 13, 2018), Table 12.

It is anticipated that the new water demand created by the Project would not exceed the City's anticipated water supply. West Valley provides retail water service to Fontana and portions of unincorporated San Bernardino County. West Valley's existing service area and its sphere of influence (SOI) area do not fully cover the Logistics Site. Therefore, an expansion of West Valley's SOI is proposed to fully cover the Logistics Site. Annexation of the Logistics Site into West Valley's service area is proposed so that the district can provide water service to this future area of the city. The San Bernardino Valley Municipal Water District (SBVMWD) is a wholesale water provider and State Water Contractor, and it provides water to the City and West Valley. The SBVMWD's existing service area does not

fully include the Logistics Site. Therefore, annexation of the site into the SBVMWD's service area is proposed; refer to **Exhibit 3.0-9, San Bernardino Valley Municipal Water District Existing and Proposed Service Area**. As such, the SBVMWD would be able to provide wholesale water service for this future area of the city.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and imported water sources, plus recycling and conservation, will be sufficient to meet the Project's demand at buildout, in addition to forecast demand for West Valley's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

ADEQUATE WASTEWATER TREATMENT CAPACITY

Impact 4.15-3	The project has the potential to result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
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Refer to the discussion for Impact 4.15-1. The wastewater treatment facilities upon which the City relies are still operating below capacity and are expected to continue to operate below capacity through the City's planning horizon because applicable water conservation measures will likely serve to reduce the per capita demand over historical levels due to diversion (graywater, recycled water), and reductions in water use from conservation efforts. Water conservation efforts are achieving a 10 percent reduction in wastewater generation, a level which is expected to increase to 20 percent by 2020. The amount of excess capacity (the difference between the current treatment capacity and the ultimate treatment capacity) in the existing treatment facilities serving Fontana, as identified in Table 4.15-1 above, is 8 MGD for Regional Plant No. 1 and 7 MGD for Regional Plant No. 4. Therefore, that the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed IEUA capacity. In addition, the Project Applicant would be required to pay standard IEUA sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

SUFFICIENT LANDFILL CAPACITY

Impact 4.15-4	The project has the potential to 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.
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Construction Impacts: The City of Fontana is mandated by the State of California to implement programs to reduce the amount of waste sent to landfills by 65 percent by the year 2017 and beyond. In order to comply with this State mandate, the City operates a number of programs to reduce, recycle and properly divert solid waste from landfills. One such program requires all general contractors, subcontractors, or homeowners to provide a Construction Waste Management Plan (CWMP), which outlines how recoverable material will be diverted from the landfill. Completion of a CWMP is a means of documenting project compliance with the CalGreen Code, Sections 4.408 and 5.408. Applicants must complete this form and submit it with each building permit application to the City of Fontana Building & Safety Division. Per the City's Sole Franchise Hauler Agreement, all hauling resulting from construction or demolition activities may only be contracted through Burrtec Waste Industries per Fontana Municipal Code, Chapter 24-31(B). The Proposed Project would be required to prepare a CWMP prior to permit issuance, and to complete a final CWMP at the conclusion of Project construction for submittal to the Building & Safety Division prior to final inspection.

Operational Impacts: Using California Department of Resources Recycling and Recovery (CalRecycle) waste generation rates, the Proposed Project is estimated to generate approximately 7,054 pounds (3.5 tons) of waste daily (1,287 tons of solid waste annually). This estimate was derived using ratios obtained from CalRecycle's estimated solid waste generation rates for industrial uses, which projects the generation of approximately 0.006 pounds of solid waste per square foot each day (CalRecycle 2017). The Proposed Project's contribution of 1,287 tons of solid waste annually equates to approximately 0.00045 percent of the Mid-Valley Sanitary Landfill's total annual capacity. As such, the Project's annual solid waste contribution is minimal and would not substantially alter existing or future solid waste generation patterns and disposal services, considering the permitted daily capacity at the Mid-Valley Sanitary Landfill. As discussed above, the landfill has a capacity of 7,500 tons of solid waste per day and, as of September 2009, had 67,520,000 cubic yards of capacity available.

As demonstrated above, with compliance with City requirements relative to solid waste, the Project would not generate solid waste in excess of state or local standards or of the capacity of local infrastructure during construction or operation. Impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

SOLID WASTE REGULATIONS

Impact 4.15-5	The project has the potential to be in noncompliance with federal, state, and local statutes and regulations related to solid waste.
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Refer to Impact 4.15-4, above. Project development would comply with all federal, state, and local statutes and regulations related to solid waste. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

CUMULATIVE IMPACTS

Impact 4.15-6	The project would potentially result in cumulative impacts to utilities and service systems.
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Cumulative projects that would have the potential to be considered in a cumulative context with the Proposed Project's incremental contribution, and that are included in the analysis of cumulative impacts relative to utilities and service systems, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, of this Draft EIR.

The Proposed Project would result in an incremental increase in wastewater generation. However, given the existing available wastewater facility capacity, the wastewater treatment needs of the Proposed Project—together with related past, present, and reasonably foreseeable future projects—would not result in the need for new or expanded wastewater treatment facilities that could result in significant environmental impacts or that could cause the wastewater treatment to exceed the capacity of the wastewater treatment facilities. The cumulative impact with respect to wastewater treatment capacity would be less than significant.

The Proposed Project would result in an incremental increase water demand. However, given the existing available water supply, the water supply needs of the Proposed Project—together with related past, present, and reasonably foreseeable future projects—would not

result in the need for new or expanded water entitlements that could result in significant environmental impacts. As discussed above, the 2015 RUWMP assessed the projected water demand and supply in West Valley's service area and concluded that West Valley has, and will have, an adequate water supply to meet all demands within its service area to 2040 (West Valley Water District 2015). In addition, as discussed in the WSA prepared for the Proposed Project and in the discussion for Impact 4.15-2 above, West Valley has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand associated with the Proposed Project, in addition to existing and planned future uses.

The cumulative impact with respect to water supply would be less than significant. In addition, as with the Proposed Project, any cumulative projects are required to conduct environmental review under CEQA and are approved by the City on a project-by-project basis. Since the Proposed Project would not have a significant impact on water supply and would have adequate water infrastructure improvements, the Project would not combine with other cumulative projects to result in significant water supply and infrastructure impacts.

Future projects in the area would result in a cumulative increase in stormwater runoff that would drain into the existing stormwater drainage system in Fontana. The Proposed Project would construct storm drain improvements that would include the installation of underground collection pipes, and a 3-acre on-site detention flood control/infiltration basin would be constructed on the southeast portion of the Logistics Site. Similar to the Proposed Project, future projects would be required to conduct environmental review and construct project-specific drainage features in accordance with the provisions of the City's Master Drainage Plan. Since the Proposed Project would not have a significant impact on existing stormwater drainage facilities, the Project would not combine with other cumulative projects to result in significant impacts regarding stormwater drainage.

Future projects in the area would increase solid waste generation and decrease available capacity of the landfills in the area. However, as with the Proposed Project, these projects have been, or would be, required to conduct environmental review. Furthermore, the Mid-Valley Sanitary Landfill is projected to have sufficient capacity to serve current and future needs through 2033. The Project would not combine with other cumulative projects to result in significant impacts to solid waste.

No significant cumulative impact is anticipated regarding utilities and service systems, and the Project's contribution is not considered cumulatively considerable.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

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4.16 Wildfire Hazards

This section addresses potential wildfire hazards impacts that may result from construction and/or operation of the proposed I-15 Logistics Project. The following discussion addresses existing wildfire hazard conditions of the Project Area and surroundings, considers applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from project implementation, as applicable.

4.16.1 Existing Conditions

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. A wildland-urban interface is an area where urban development is located in proximity to open space or “wildland” areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones. Steep hillsides and varied topography within portions of the City also contribute to the risk of wildland fires. Fires that occur in wildland-urban interface areas may affect natural resources as well as life and property.

The California Department of Forestry and Fire Protection (CAL FIRE) manages significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different fire hazard severity zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies are responsible, such as the Fontana Fire Protection District (FFPD), a subsidiary district of the City, that contracts with the San Bernardino County Fire Protection District for its services, the land is classified as a Local Responsibility Area (LRA). CAL FIRE currently identifies the Project Area as an SRA; however, the Project Area would become an LRA after its annexation to the City of Fontana. In addition to establishing local or state responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity (VHFHS) zones or non-VHFHS zones. The Project Area is designated as VHFHS by the State of California.¹

Fire protection services for the proposed 152-acre Annexation Area are currently provided by the FFPD, except for the 2.14 acres of the Annexation Area that are located outside of the City’s SOI. That 2.14 acre area is served by the San Bernardino County Fire Protection

¹ California Department of Forestry and Fire Protection, Fire Hazard Severity Zones in SRA SW San Bernardino County, November 7, 2007.

District. With Project implementation, the 2.14-acre area would be annexed to the FFPD from the San Bernardino County Fire Protection District and its Valley Service Zone and its Zone FP-5. As a result, the following discussion of existing conditions for fire protection services is specific to the FFPD. The FFPD operates six fire stations, with Fire Station 79 located approximately 1.3 miles southwest of the Logistics Site at 5075 Coyote Canyon Road in Fontana, and Fire Station 78 located approximately 4.7 miles south of the Logistics Site at 7110 Citrus Avenue in Fontana (FFPD 2018). According to the City's General Plan Public Facilities, Services, and Infrastructure Element, the average response time within the city is approximately 4 to 5 minutes. In addition to fire response, the FFPD also investigates and mitigates all types of hazardous materials spills, exposures, and releases, as well as provides emergency medical aid.

The outbreak and spread of wildland fires within the Project Area is a potential danger, particularly during the hot, dry summer and fall months. The buildup of dry brush provides fuel to result in potentially larger, more intense wildland fires. Various factors contribute to the intensity and spread of wildland fires: humidity, wind speed and direction, vegetation type, the amount of vegetation (fuel), and topography. The topography, climate, and vegetation of much of the Project Area are conducive to the spread of wildland fires once started.

According to the Fontana General Plan Noise and Safety Element, most of the wildland fires in Fontana have historically occurred in northwest Fontana, with occasional fires in Jurupa Hills. The City of Fontana Local Hazards Mitigation Plan indicates that the areas with the highest risk of wildfire are the in the southern and northern portions of the City of Fontana. Current development of residential and commercial buildings has moved the urban wildland interface (the area where human development meets undeveloped wildland) closer to higher-risk wildfire hazard areas, increasing the number of people and buildings at risk as compared to the previously adopted LHMP. The remainder of the City of Fontana (the Central Core) is urbanized and generally built out with established commercial and residential development.

The Project Site and other undeveloped natural areas to the north, east, and south represent a potential wildland fire threat to surrounding uses. According to the State of California, the Project Area is located within an area that has been subject to past occurrences of wildfire.²

4.16.2 Regulatory Framework

State

California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and

² California Department of Forestry and Fire Protection, Fire Perimeters: Wildfires 1950-2012, May 2012.

environmental benefits to rural and urban citizens. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year (CAL FIRE 2012).

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Fire Plan

The Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The current plan was finalized in early 2010.

California Public Resources Code

Fire Hazard Severity Zones – Public Resources Code Sections 4201–4204

Public Resources Code (PRC) Sections 4201–4204 and Government Code Sections 5117-89 direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as fire hazard severity zones (FHSZ), define the application of various mitigation strategies to reduce risk associated with wildland fires. As stated above, Cal Fire identifies the Project Area as a State Responsibility Area and designates the property as a VHFHS zone.

California Fire Code

The 2016 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or

structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City of Fontana has adopted the California Fire Code as part of its building regulations (Municipal Code Chapter 5, Article XV, California Fire Code) and implements these standards through its building permit process.

Senate Bill 1241

In 2012, Senate Bill 1241 added Section 66474.02 to Title 7 Division 2 of the California Government Code, commonly known as the Subdivision Map Act. The statute prohibits subdivision of parcels designated very high fire hazard, or that are in a State Responsibility Area, unless certain findings are made prior to approval of the tentative map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal. The three findings are, in brief: (1) the design and location of the subdivision and its lots are consistent with defensible space regulations found in PRC Section 4290-91, (2) structural fire protection services will be available for the subdivision through a publicly funded entity, and (3) ingress and egress road standards for fire equipment are met per any applicable local ordinance and PRC Section 4290.

Local

San Bernardino County General Plan

The County's General Plan Conservation Element include the following goals, policies, and programs that are applicable to the Project:

Safety Element

Goal S 3 The County will protect its residents and visitors from injury and loss of life and protect property from fires.

Policy S 3.1 Continue the Fire Department's consolidation efforts to develop an integrated approach to coordinate the County's present and future needs in fire protection services in response to fire hazards and risks and to serve as a basis for program budgeting, identification, and implementation of optimum cost-effective solutions with the goal of providing necessary Service Levels and achieve Deployment Goals. These Service Levels and Deployment Goals are as follows:

The deployment of fire companies with appropriate levels of staffing and apparatus within the service area plays an important role in effective community fire protection and provision of a higher standard of care for life threatening health emergencies and thereby increasing the quality of life for our citizens. Consolidation provides the most effective option for streamlining the delivery of service and simplifying budget, fiscal, operational, and asset management and creates

a single countywide Fire Protection District. It also provides the longest projection of financial solvency for the County Fire Department based on a special district deliver system. A tiered response, including staffing levels, response times and performance goals seems the only reasonable conclusion for the near future as the Department works towards establishing service planning goals for all areas of the County. Matching service levels with the various characteristics of a geographic area will provide several things including: base line service, knowledge of when the area will move to the next level of service, reasonable stabilization of current service, allow for community identity and choice, allow for the projection of future service levels, and lay the basic foundation for strategic planning and future growth of the Department.

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| Program 1 | Fund, adopt and implement a countywide Fire Protection Master Plan (FPMP). |
| Program 2 | The FPMP will use National Fire Protection Association Standards 1710 and 1720 as goals for creation of the Standards of Cover. |
| Program 3 | The FPMP will be created in coordination with the Departments consolidation efforts to ensure consistency with community needs and input. |
| Program 4 | Develop, adopt and implement a recommended schedule of fees to finance the fire protection infrastructure that is tied to land use categories and specific community needs as prescribed by the countywide Fire Protection Master Plan. |
| Program 5 | Develop, adopt and implement a recommended schedule of fees for Fire Department's Fire Protection Planning Section within the Office of the Fire Marshall that is adequate to meet the staffing and operation needs of the program. |
| Program 6 | Continue to coordinate fire protection services countywide, with all city fire departments, self-governed special districts providing fire protection services, the California Department of Forestry and Fire Protection, the United States Forest Service, Bureau of Land Management. |
| Program 7 | Require applicants for new land developments to prepare a site specific fire protection plan, with special emphasis in areas of high and very high fire risk. |
| Program 8 | Require applicants to fund incremental improvements for the improvement of local fire protection services commensurate with the |

	impacts of large developments (e.g., planned developments) in excess of 50 units.
Program 9	Implement monitoring of fire-prevention measures (such as fuels reduction) to prevent damage to biological habitats in high fire hazard areas such as chaparral areas.
Program 10	<p>The following Peakload Water Supply System guidelines (Figure II-5) shall be met for all new development or be adequately served by water supplies for domestic use and community fire protection in accordance with standards as determined by the County Fire Department.</p> <p>a. Limit or prohibit development or activities in areas lacking water and fire-fighting facilities.</p> <p>b. Approve high intensity uses such as theaters, motels, restaurants and schools, and uses requiring the handling or storage of large amounts of highly flammable materials only in areas with year round fire protection and adequate water systems with hydrants.</p>
Policy S 3.2	The County will endeavor to prevent wildfires and continue to provide public safety from wildfire hazards.
Policy S 3.3	Minimize the fire hazard posed by expanding development in wildland/urban intermix areas.
Program 1	Apply the regulations of the Fire Safety Overlay Ordinance, as found in the Development Code; to all County areas subject to wildland/urban intermix fire hazards including all mountain and foothill areas.
Policy S 3.4	Identify and map all such areas on a continuous basis, amending the Fire Hazard Overlay maps where needed.
Policy S 3.5	Evaluate the Fire Hazard Overlay Ordinance regularly and revise when necessary to reflect the most current fire-safe building and development techniques and standards (e.g., provision of life safety fire sprinklers in new construction of dwelling units).
Policy S 3.6	<p>Continue to work with Fire Safe Councils (FSC) and their Chapters to:</p> <p>a. Develop educational programs to create awareness and disseminate information among citizens about fire safety and fire safety programs.</p>

- b. Continue efforts supporting FSC programs that physically reduce or eliminate fuels such as Chipper Days and community fuels reduction programs.
- c. Continue to support FSC efforts in creating Community Wildfire Protection Plans (CWPPs).
- d. Continue to encourage participants in the Mountain Area Safety Taskforce (MAST) to support FSC efforts in community education and behavior modification.

Policy S 3.7 Continue to support existing County Fire Department Public Education Programs.

City of Fontana Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan (LHMP) was last updated in June 2017. The intent of the LHMP is to demonstrate the plan for reducing and/or eliminating risk in the City of Fontana. The LHMP process encourages communities to develop goals and projects that will reduce risk and build a more disaster resilient community by analyzing potential hazards. Section 4.4, Wildfire Hazard Profile, of the LHMP includes a discussion on the existing wildfire regulatory environment, past wildfire occurrences, location/geographic extent of wildfire, wildfire magnitude/severity, frequency/probability of future occurrences of wildfire, and information regarding future development within high fire hazard severity zones.

City of Fontana General Plan

The City's General Plan Public and Community Services Element, and Noise and Safety Element contain the following goals, policies, and actions that address public services and recreation and are applicable to the Project.

Public and Community Services Element

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| Goal 2 | Fontana's Fire Department meets or exceeds state and national benchmarks for protection and responsiveness. |
| Policy 1 | Continue the City's successful partnership with the San Bernardino County Fire Department. |
| Goal 2, Action A | Ensure continuing fire protection as the city's population grows and natural fire events may increase in number or intensity due to changing climate. |
| Goal 2, Action B | Monitor population growth and development to ensure continuing protection through sufficient stations, equipment, training, and resources. |

Goal 2, Action C Continue to provide public education about risks from fire, hazardous materials, and other hazards.

Noise and Safety Element

Goal 7 Threats to public and private property from urban and wildland fire hazards are reduced in Fontana.

Policy 1 The City shall continue to require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.

Policy 2 The City shall continue to ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times, are adequate for all sections of the city.

Policy 3 The City shall monitor development or redevelopment in areas where fire zones have been mapped through the city.

Goal 7, Action A The City shall require all new development in areas with a high fire hazard to provide fire-retardant landscaping and project design to reduce their fire hazard, and the City shall take measures to reduce the risk of fire at the Wildland/Urban Interface.

Goal 7, Action B The City will continue to support the wildland fire expertise provided by the San Bernardino County Fire Department in the Fontana Fire District.

City of Fontana Municipal Code

The City of Fontana has adopted the California Fire Code as part of its building regulations (Municipal Code Chapter 5, Article XV, California Fire Code) and implements these standards through its building permit process. In addition, Municipal Code Chapter 28, Article I, Weed and Refuse Abatement Procedures, gives the City authority to declare by resolution as a public nuisance and abate all weeds growing upon streets, sidewalks, or private property in the City. The Municipal Code notes that “weeds” include sagebrush, chaparral, and any other brush or weeds which attain such large growth as to become, when dry, a fire menace to adjacent improved property.

4.16.3 Thresholds for Determination of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, implementation of the Project would be considered to have significant wildfire hazard impacts if the Project Area is located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would do any of the following:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan.
2. 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.
3. 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.
4. 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.

4.16.4 Impact Analysis and Mitigation Measures

EMERGENCY RESPONSE PLANS OR EMERGENCY EVACUATION PLANS

Impact 4.16-1 The Project could substantially impair an adopted emergency response plan or emergency evacuation plan.

Government Code Section 51175-89 directs the CAL FIRE to identify areas of very high fire hazard severity in local responsibility areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Local responsibility area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

The Logistics Site has been designated as a VHFHSZ and the City and its sphere of influence, including the Logistics Site, are currently covered under the City's LHMP and Emergency Operations Plan. The Project Area and surrounding area have access to several fully improved roadways, including I-15, which provide full emergency access to the site. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with the construction traffic management plan (TMP) to facilitate the passage of persons and vehicles through/around any required road closures (refer to Mitigation Measure TR-1). In addition, all proposed construction activities would be subject to compliance with all applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. Implementation of Mitigation Measure TR-1, in conjunction with minimum construction standards for fire safety, would minimize impacts to construction-related impacts to adopted emergency response plans or emergency evacuation plans to less than significant.

In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones to use

ignition-resistant construction methods and materials. The code includes provisions to improve the ignition resistance of buildings, especially from firebrands. Therefore, development of the Proposed Project would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Fire Code Chapter 49 cites specific requirements for wildfire-urban interface areas that include, but are not limited to, creating and maintaining defensible space and managing hazardous vegetation and fuels. As detailed in Section 2.0, the Project would develop concrete tilt-up logistics facility on the Logistics Site that would provide setbacks in the form of parking areas, site paving, and landscaped areas; refer to **Exhibit 3.0-10, Conceptual Site Plan**. The Logistic Center's concrete construction and setbacks would improve the Proposed Project's fire resistance and create defensible space.

To further minimize operational impacts to emergency access, all on-site roadways would be designed in compliance with FFPD standards prior to issuance of building permits. The conceptual project design would provide two main access points from opposite ends of Lytle Creek Road to the Logistics Site, which would comply with fire and emergency access standards. Further, the LHMP identifies mitigation actions to reduce impacts associated with potential wildfires, and the EOP is updated regularly to ensure a high state of readiness when emergencies (including wildfires) occur in the community. According to Section 6.2, *Mitigation 5 Year Progress Report of the LHMP*, on-going mitigation actions include implementing fire resistive construction projects, a weed abatement/rubbish removal program, and other continuous improvements of fire services. As a result, Project operations would have a less than significant impact related to emergency response or evacuation activities.

Mitigation Measures

Refer to Mitigation Measure TRA-1.

Level of Significance After Mitigation

Less than significant impact.

WILDFIRE RISKS AND POLLUTANT CONCENTRATIONS

Impact 4.16-2	The Project could exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
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As discussed in Response 4.16-1, the Project would develop concrete tilt-up logistics facility on the Logistics Site that would provide setbacks in the form of parking areas, site paving, and landscaped areas; refer to **Exhibit 3.0-10**. The Logistic Center's concrete construction and setbacks would improve the Proposed Project's fire resistance and create defensible space. Conformance with the California Building Code and California Fire Code, described under Impact 4.16-1 above, as well as the procedural review of the Proposed Project by the City of Fontana and FFPD would ensure the Proposed Project does not exacerbate wildfire

risks due to slope, prevailing winds, or other factors that would expose occupants to pollutants from a wildfire or the uncontrolled spread of wildfire. The surrounding area is either undeveloped or developed with commercial/residential uses, none of which are expected to release hazardous pollutants during a wildfire. Additionally, the City's hazard plans would be implemented in the circumstance of a fire, which would ensure that impacts to the area, including the Project Area and workers, would be less than significant. Further, pursuant to Municipal Code Chapter 28, Article I, the City has the authority to declare by resolution as a public nuisance and abate all weeds growing upon streets, sidewalks, or private property in the City. Impacts would be less than significant in this regard.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

WILDFIRE INFRASTRUCTURE

Impact 4.16-3	The Project could 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.
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The Proposed Project would develop a Logistics Center and associated infrastructure (i.e., internal roadways). As part of Project implementation, Project-related infrastructure would be required to meet minimum California Building Code and California Fire Code standards for fire safety. A key component of the Proposed Project is to improve area circulation via the realignment of Lytle Creek Road. As indicated in Response 4.8-4, the City would condition the Proposed Project to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. These features would be subject to review by the FFPD to ensure that emergency vehicles may respond quickly to potential occurrences of wildfire. The Project would also not trigger the need for new infrastructure to respond to a potential wildfire hazard, so no new impacts to the environment would occur from fire-related infrastructure. Conformance with the California Building Code and California Fire Code, as well as the procedural review of the Proposed Project by the City of Fontana and FFPD would ensure impacts are less than significant in this regard.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

POST-FIRE RISKS

Impact 4.16-4	The Project could 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.
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Refer to Section 4.9, Hydrology and Water Quality, for a discussion concerning the Project's potential to result in increased flooding or landslides as a result of runoff or drainage changes. Development of the Logistics Site has the potential to result in a post-treatment increase in post-fire instability. As indicated in Section 4.9, the Project Area's existing on-site surface elevation ranges from approximately 1,850 to 2,030 feet above mean sea level and generally slopes to the southwest. In its current, undeveloped condition, the Logistics Site is relatively flat, with no areas of significant topographic relief. Should the Logistics Site in its current condition be subjected to wildfire, areas downslope of the site could be subjected to mudflow or debris flow as a result of post-fire stability. However, the Project would grade the existing, flat site to accommodate the logistics facility, parking areas, and other associated features. The graded area would be flat, and would not be likely to result in any mudflows or other slope instability after a wildfire. The Project would not, for instance, create any tiers or significant slopes, or require any topographic stabilization, that would be impacted by a future wildfire. Conversely, should areas north of the Logistics Site be subjected to wildfire, areas downslope (including the Logistics Site) could be subjected to mudflow or debris flow as a result of post-fire stability. However, the logistics facility would be located a substantial distance from adjacent slopes, and across parking lots, landscaping, and roadways. Additionally, the facility itself would be constructed of concrete and other strong materials.

As depicted on **Exhibit 3.0-10**, the Logistics Site would convert native fuels to ignition-resistant managed and maintained landscapes and hardscapes. Further, the City would condition the Proposed Project to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes; refer to Response 4.8-3. These features would be subject to review by the FFPD to ensure that emergency vehicles may respond quickly to potential occurrences of wildfire. The Project site is currently covered under the City's LHMP and Emergency Operations Plan, which include mitigation actions to reduce impacts associated with potential wildfires and describe steps to be taken before, during, and after a wildfire hazard emergency. Conformance with the California Building Code, California Fire Code, LHMP, and Emergency Operations Plan, as well as the procedural review of the Proposed Project by the City of Fontana and FFPD would ensure impacts are less than significant in this regard.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

CUMULATIVE IMPACT ANALYSIS

Impact 4.5-5 The Project would potentially result in cumulative impacts concerning wildfire.

Cumulative projects that would have the potential to be considered in a cumulative context with the project's incremental contribution, and that are included in the analysis of cumulative impacts relative wildfire hazards, are identified in **Table 4.0-1, Cumulative Projects**, and **Exhibit 4.0-1, Cumulative Projects**, in Section 4.0, Introduction to Environmental Analysis, of this EIR.

Like the Proposed Project, cumulative development occurring within FHSZs would be subject to risk of wildfire hazards. Development of cumulative projects occurring within FHSZs would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). All proposed construction would be required to meet minimum standards for fire safety. Development occurring within the City of Fontana would be subject to review by the City and FFPD to ensure cumulative development is designed to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Implementation of these plans and policies, in conjunction with compliance with the Fire Code and City and FFPD, would ensure cumulative impacts with respect to wildfire hazards are less than significant.

As indicated above, the Proposed Project would not result in significant wildfire hazard impacts following conformance with the California Building Code, California Fire Code, Municipal Code, and City and FFPD requirements. The Project's proposed realignment of Lytle Creek Road would improve area circulation and better allow FFPD emergency access to the Project Area. Thus, the Proposed Project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

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5.0 Effects Found Not to Be Significant

During this evaluation, certain impacts of the Proposed Project were determined to not exceed the threshold of significance for certain environmental effects because of the inability of a project of this scope to create significant impacts or the absence of project characteristics producing effects of this nature. This section briefly describes effects found to have no impact from the Project based on the analysis conducted during the Draft EIR preparation process. Several issues indicated as no impact or less than significant impact are nonetheless addressed in Sections 4.1 through 4.18 of this Draft EIR as a matter of clarification or convenience for the reader; for instance, where related subjects are addressed.

AGRICULTURE AND FORESTRY RESOURCES

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? **Determination: No Impact.**
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The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2017). Further, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists within the site vicinity. Thus, no impact would occur in this regard.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **Determination: No impact.**
-

Refer to Agriculture and Forestry Resources Response (a), above. The Proposed Project site has no significant agricultural resources. Williamson Act contracts do not exist for any of the parcels on the site (DOC 2016). No impact is anticipated to occur because the existing zoning assumes the property will be developed for potential residential or industrial uses and does not require that any land be set aside for agricultural purposes. The site is not located in a zone designated to protect vital agricultural uses like those properties in the County's Agricultural Preserve Overlay. No impacts would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? **Determination: No impact.**
-

The Proposed Project site contains a limited number of trees and does not include forestland or timberland (Google Earth 2017). Additionally, the site is not zoned as forestland. The Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

- d) Result in the loss of forestland or conversion of forestland to non-forest use?
Determination: No impact.
-

Refer to Agriculture and Forestry Resources Response (c), above. No impacts would occur.

- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use? **Determination: No impact.**
-

The Proposed Project site has no agricultural or forest resources and is not designated as Farmland, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2017). Therefore, the Proposed Project would not convert Farmland to nonagricultural uses or forestland to non-forest use. No impact would occur.

GEOLOGY AND SOILS

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **Determination: No impact.**
-

The Proposed Project would not require the installation of a septic tank or alternative wastewater disposal system. The Project would be connected to the existing City sewer via one or more service lines. No impact would occur.

HAZARDS AND HAZARDOUS MATERIALS

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
Determination: No impact.
-

There are no existing or proposed schools within one-quarter mile of the Proposed Project site. The nearest school to the Project site is Kordyak Elementary School, located approximately 0.66-mile to the southeast at 4580 Mango Avenue. Therefore, the closest school is outside of a 0.25-mile radius around the Project site. No impact would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? **Determination: No impact.**
-

The Proposed Project site is not on a list of hazardous materials sites compiled by the Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5, based on the regulatory records search conducted as part of the Phase I ESA. Therefore, development of the site would not create a significant hazard to the public or the environment in this regard. No impact would occur.

-
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?
Determination: No impact.
-

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Other airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport.

There are no public use airports within 2 miles of the Proposed Project site. The nearest public use airport to the Project site is Ontario International Airport, approximately 12 miles to the southwest. According to the Ontario International Airport Land Use Compatibility Plan, the Project site is situated well outside of the Airport Influence Area and all Safety Zones for Ontario International Airport (Ontario 2011). In addition, the Project does not include an air travel component (e.g., runway or helipad). Accordingly, the Project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in a substantial safety risk or excessive noise and would not result in a safety hazard for people residing or working in the Project area. No impact would occur.

HYDROLOGY AND WATER QUALITY

-
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? **Determination: No impact.**
-

Flood Hazards

Federal Emergency Management Agency (FEMA) (2008) Flood Insurance Rate Map No. 06071C7915H identifies the Project site as being in Flood Hazard Zone X, which is defined as an area of minimal flood hazard outside of both a 1 percent Annual Chance Flood Hazard Zone (100-year floodplain) and a 0.2 percent Annual Chance Flood Hazard Zone (500-year floodplain). The Project site is not located in a flood hazard area; thus, Project implementation would not risk release of pollutants due to Project inundation.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The Project is located over 48 miles inland from the Pacific Ocean and is located at a sufficient distance so as not to be subject to tsunami impacts. No impacts would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impacts would occur in this regard.

MINERAL RESOURCES

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **Determination: No impact.**

The Proposed Project site is not located in a Mineral Resources (MR) overlay zone and is not a known source of any mineral resources (DOC 1984; Fontana 2003). No impact would occur.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? **Determination: No impact.**

The Proposed Project site is not identified as a locally important mineral resource recovery site on any applicable land use plans (Fontana 2018). Therefore, development of the Proposed Project would not result in the loss of any locally important mineral resource site. No impact would occur.

POPULATION AND HOUSING

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **Determination: No impact.**

The Proposed Project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the warehouse/logistics building and associated improvements.

According to correspondence with the Project Applicant, development of the Logistics Center would result in a conservative employment generation of up to 1,000 employees. According to the SCAG (2016) Demographics & Growth Forecast (an appendix to the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy), the number of jobs in Fontana is anticipated to grow from 47,000 in 2012 to 70,800 in 2040. The Project-related increase of up to 1,000 employees would be minimal in comparison to the increase anticipated in the SCAG growth forecast. As such, it is anticipated that the Proposed Project would provide jobs to local city residents, helping to fill the employment need. The unemployment rate in the City of Fontana is 3.4 percent, and it is anticipated that the majority of employees working at the facility would be from Fontana, or the surrounding communities. Therefore, no impacts would occur.

It should also be noted that the ratio of jobs to housing units in the City is used by regional planning groups to try to balance regional traffic home to work trips to minimize freeway congestion, air pollutant emissions, and greenhouse gas emissions. Thus, the jobs-housing ratio is relevant to the impact's discussion of an EIR under CEQA. The jobs-to-housing ratio identifies the number of jobs available in a given region compared to the number of housing units in the same region. The standard used for comparison is the jobs-to housing ratio of the SCAG region, which is currently 1.25 jobs for every household. This standard is used because most residents of the region are employed somewhere in the SCAG region. A City or sub-

region with a jobs-to-housing ratio lower than the overall standard of 1.25 jobs for every household would be considered a “jobs poor” area, indicating that many of the residents must commute to places of employment outside the sub-area. **Table 5.0-1** shows the current and potential jobs/housing ratios for the City, County, and SCAG.

Table 5.0-1: Existing and Future Jobs/Housing Ratios

	2012 Ratio	2040 Ratio
City of Fontana	0.95	0.96
San Bernardino County	1.07	1.17
SCAG ³	1.25	1.34

Sources: Data from Table 4.13.A (SCAG 2016 RTP regional projections).

These jobs/housing ratios indicate that the City of Fontana is currently considered to be “housing rich” or “job poor” because its jobs-to-housing ratio is below the San Bernardino County and Southern California regional job/housing ratios as defined by SCAG. A low jobs/housing ratio at the local level means longer distances that City residents must drive to and from work. The projected jobs/housing ratio for the City will improve relative to its current value but will still be well below both the County and SCAG values for the year 2040. It is anticipated that employees of the Project would come from within the City or the surrounding region. Because the City and County are jobs poor, the Project is anticipated to benefit the City and County’s jobs-housing ratio.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **Determination: No impact.**

The Proposed Project would involve the demolition of a limited number of existing residences that are currently onsite. All property owners on the site are voluntarily selling their property and would be compensated for their property. It is expected that residents would have the ability to relocate based on the availability of existing housing stock in the area. According to the California Department of Finance (2017), there are 53,998 housing units in the city with a vacancy rate of 3.1%, which are anticipated to more than accommodate residents of the limited number of existing residences on the site. Further, as noted in **Table 4.0-1, Cumulative Projects**, there are a number of residential developments underway within the City that are planned in the immediate vicinity of the Project. These developments, in addition to the existing housing stock, would provide more than adequate housing to replace any of the houses displaced by the Proposed Project. As a result, the construction of replacement housing would not be necessary and no impact would occur.

RECREATION

a) Would the proposed 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? **Determination: No impact.**

Refer to Parks and Recreation Response (a). The Project would develop a Logistics Center, and such, its implementation would not induce area population growth or increase demand for or use of existing local or regional park facilities. For this reason, Project implementation would not impact park and recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment? **Determination: No impact.**

The Proposed Project does not include recreational facilities or require the expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project being proposed would not result in an increased demand for recreational facilities. No impact would occur.

6.0 Other CEQA Considerations

6.1 Long-Term Implications of the Proposed Project

6.1.1 CEQA Requirements

Section 15126.2 (b) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 4.0, *Environmental Analysis*, of this EIR, describes the potential environmental impacts of the Proposed Project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. Chapter 1, *Executive Summary*, contains Table 1.0-3, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

Significant and Unavoidable Environmental Impacts

Section 15162(b) of the CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed project is implemented, including those which can be mitigated, but not reduced to a less than significant level. These impacts are referred to as “significant and unavoidable impacts” of a project. More information on these impacts is found in Section 4 of this EIR.

- Air Quality
 - Impact 4.2-1: The Project would potentially conflict with or obstruct implementation of the applicable air quality plan (or applicable air quality thresholds);
 - Impact 4.2-2: The Project would violate an air quality standard or contribute substantially to an existing or projected air quality violation; and
 - Impact 4.2-5: The project would potentially create a cumulative air quality impact.
- Cultural Resources
 - Impact 4.4-1: The Project would potentially cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5; and
 - Impact 4.4-5: The Project would potentially result in cumulative impacts to cultural resources.
- Greenhouse Gas Emissions
 - Impact 4.7-1: The Project would potentially generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
 - Impact 4.7-2: The Project would potentially conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases; and

- Impact 4.7-3: The Project would potentially result in cumulatively significant greenhouse gases emissions.
- Traffic and Circulation
 - Impact 4.13-1: The Project would potentially conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
 - Impact 4.13-2: The Project would conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; and
 - Impact 4.13-5: The Project would potentially result in cumulatively significant traffic and circulation impacts.

Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include: primary or secondary impacts of the project that would generally commit future generations to similar uses (e.g., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or, irreversible damage that could result from any potential environmental accidents associated with the project.

Potential environmental accidents of concern include those events that would adversely affect the environment or public due to the type or quantity of materials released and the receptors exposed to that release. Demolition and construction activities associated with the Proposed Project would involve some risk of environmental accidents. However, these activities would be conducted in accordance with all applicable federal, state, and local regulations, and would follow professional industry standards for safety. Once operational, any materials associated with environmental accidents would comply with applicable federal, state, and local regulations.

Implementation of the Proposed Project would require the long-term commitment of land and natural resources as follows:

- Construction of the Proposed Project would require the use of water, timber, steel, sand, gravel, and other minerals and natural resources. Although these uses are not considered an unusual demand for these resources during construction, they nonetheless represent an incremental increase in demand for nonrenewable resources.
- Nonrenewable energy sources such as oil-based fuels would be used during construction and subsequent operation of the Proposed Project; and

- Heavy machinery would be used during construction, resulting in proportionate air emissions and noise levels.

Once the average 50-to-100-year life span of the Proposed Project is reached, it is probable that the site would continue to support industrial uses. The large investment of capital resources that would be expended on the Proposed Project site, infrastructure, and amenities would likely continue beyond the average life span of the project. Consequently, the project would largely commit the project site to similar uses in the future.

Construction and implementation of the Proposed Project would commit energy, labor, and building materials. This commitment would be commensurate with that of other projects of similar nature and magnitude. Energy, labor, and building materials would also be committed to the construction of buildings and infrastructure necessary to support the redevelopment of the existing site. Ongoing maintenance of the project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. This commitment of energy, labor, and building materials would be a long-term obligation, because once the project site has been developed, it is highly unlikely that the land could be returned to its original condition.

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7.0 Growth Inducing Impacts

7.1 Introduction

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This chapter of the EIR analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- 1) Remove an impediment to growth (e.g., establish an essential public service or provide new access to an area);
- 2) Foster economic expansion or growth (e.g., change revenue base, expand employment, etc.);
- 3) Foster population growth (e.g., construct additional housing), either directly or indirectly;
- 4) Establish a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval); or
- 5) Develop or encroach on an isolated or adjacent area of open space (distinct from an "infill" type of Project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the Proposed Project are evaluated against these five criteria in this chapter.

Section 15126.2(d) of the CEQA Guidelines requires that an EIR "discuss the ways" a project could be growth inducing and to "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the CEQA Guidelines do not require that an EIR predict (or speculate), specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines § 15145).

It should be noted that the Proposed Project involves the development of an industrial warehouse facility and does not include the construction of any new housing. As such, the Project is not expected to foster direct population growth. While the Proposed Project could have the potential to indirectly generate population as a result of new employees relocating to the Project area, potential indirect population growth would be limited.

7.1.1 Removal of Barrier to Growth

Projects that physically remove obstacles to growth, or projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in the area. Several types of projects can induce population growth by removing obstacles that prevent growth. An example of this type of project would be the expansion of a wastewater treatment plant, which would accommodate additional sewer connections within a service area, and therefore, would allow future construction and growth.

The Project Applicant proposes to construct a single 1,175,720 square-foot concrete tilt up logistics warehouse building within an approximately 76-acre property, with associated facilities and improvements such as a guard booth, parking, landscaping, and drainage facilities. Parking and site paving would be concrete and asphalt, and would represent approximately 77 percent of the site coverage. All existing structures on the Project site would be demolished prior to Project construction.

The proposed infrastructure enhancements and upgrades, including roadways, water system, sewer system and storm drain system, would be designed to accommodate the Proposed Project. These infrastructure capacity increases would remove impediments that currently inhibit growth associated specifically with the Proposed Project site, resulting in the potential environmental impacts as discussed throughout this Draft EIR. However, the proposed infrastructure improvements have been sized to serve the Proposed Project and do not contain adequate excess capacity to support substantial, unplanned growth. Therefore, growth-inducing impacts are precluded because the infrastructure is sized to serve only the Proposed Project.

7.1.2 Economic Growth

The Proposed Project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the warehouse building and associated improvements, as well as the roadway associated with the Lytle Creek Road realignment. The Project is anticipated to be developed in one phase. Should the Project be approved, construction is anticipated to commence in late 2019 and be completed in late 2020.

Because the future tenants are not yet known, the number of jobs that the Proposed Project would generate cannot be precisely determined. Therefore, for the purposes of this analysis, employment estimates were calculated using average employment density factors reported by the Southern California Association of Governments (SCAG). SCAG reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs supported is one employee (SCAG 2001). The Project would include 1,175,720 square feet of warehouse space. As such, the estimated number of employees required for operation would be approximately 1,000 people.

According to the SCAG Demographics & Growth Forecast (an appendix to the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy) (SCAG 2016), employment in the City of Fontana is anticipated to grow from 47,000 in 2012 to 70,800 in 2040. The Project-related increase of 1,000 employees would be minimal in comparison to the increase anticipated in the SCAG Growth Forecast.

In addition, data provided by the California Employment Development Department in January 2017 found that the unemployment rate for Riverside and San Bernardino Counties is at 5.2%, which is above the state (5.0%) and national (4.5%) averages. As such, the Project's temporary and permanent employment opportunities could be met by the City of Fontana's existing labor force without people needing to relocate into the Project region, and the Project would not stimulate significant population growth or a population concentration above what is assumed in local and regional land use plans. While there is potential that employees could move to the City for jobs at the Proposed Project, indirect growth would be limited.

7.1.3 Establishment of a Precedent-Setting Action

The Proposed Project includes a General Plan Amendment to change the existing land use designation from Residential Estate (R-E) to Light Industrial (M-1) (refer to Section 3.0, *Project Description*, for detailed information regarding the proposed General Plan Amendment). The Proposed Project also includes an annexation of a total of 21 parcels and portions of road right-of-way (ROW) encompassing approximately 152-acres into the City of Fontana. Additionally, the Proposed Project includes a General Plan Amendment to change the General Plan Circulation Element designation for Lytle Creek Road from a four-lane Secondary Highway to a two-lane Collector. None of these actions are considered precedent setting actions (defined as any act, decision, or case that serves as a guide or justification for subsequent situations), as they are commonly undertaken on a regular basis by many jurisdictions. Therefore, less than significant impacts would occur in this regard.

7.2 Conclusion

The Proposed Project does not include the construction of new houses and is not anticipated to result in a substantial increase in population. As outlined above, the Project would not result in any of the following: remove an impediment to growth, foster substantial economic expansion or growth, or establish a precedent-setting action. Therefore, the Proposed Project would have less than significant growth-related impacts.

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8.0 Alternatives

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the CEQA Guidelines as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.¹

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."² The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.³

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).

Beyond these factors, CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.⁴ In addition,

¹ CEQA Guidelines Section 15126.6(a).

² CEQA Guidelines Section 15126.6(b).

³ CEQA Guidelines Section 15126.6(f).

⁴ CEQA Guidelines Section 15126.6(e)(2).

CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the Project's impacts:

- Alternative 1 – “No Project” Alternative;
- Alternative 2 – “Reduced Project” Alternative; and
- Alternative 3 – “Annexation Only” Alternative.

These alternatives were selected based on their potential to implement certain components of the Project (such as annexation into the City, or a logistics facility), to accomplish some or most of the basic objectives of the Project, and avoid or substantially lessen one or more of the proposed Project's significant effects. Specifically, the No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. The Reduced Project Alternative was selected for analysis due to the fact that it would avoid demolition of the historic resource (the Stone House at 4055 Lytle Creek Road) that would be significantly impacted by the Project. The Annexation Only Alternative was selected to determine the environmental effects of developing the 152-acre Project Area pursuant to the Fontana General Plan, Zoning, and development standards upon possible annexation into the City. Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 4.1, Aesthetics and Visual Resources, through Section 4.16, Wildfire, of this EIR. In this manner, each alternative can be compared to the Project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the Project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration are: failure to meet most of the basic project objectives; infeasibility; or inability to avoid significant environmental impacts. Section 8.7, Environmentally Superior Alternative, references the “environmentally superior” alternative, as required by the CEQA Guidelines.

8.1 Summary of Project Objectives

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As discussed in Section 3.0, Project Description, the Proposed Project would develop and operate a 1,175,720-square foot logistics facility on approximately 76 acres (Logistics Site); realign a segment of Lytle Creek Road; annex 152 acres (Annexation Area or Project Area), inclusive of the 76-acre Logistics Site; and implement related Project components and entitlements. A summary of the objectives, as provided within Section 3.0, is provided below:

- Objective 1: Implement the City of Fontana’s desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment.
- Objective 2: Improve area circulation via the realignment of Lytle Creek Road.
- Objective 3: Facilitate goods movement for the benefit of local and regional economic growth.
- Objective 4: Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.⁵
- Objective 5: Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.
- Objective 6: Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City.

8.2 Summary of Significant Impacts

Pursuant to Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the 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 project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As such, a description of significant and unavoidable impacts associated with the Project is provided below. This information is based on the analysis provided within Section 4.1 through Section 4.16 of this EIR.

- **Air Quality**
 - Conflict with 2016 Air Quality Management Plan (Long-Term Operational Emissions);

⁵ A discussion of the City’s and County of San Bernardino’s jobs/housing balance is provided in Chapter 5, Effects Not Found to Be Significant.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment; and
- Cumulative Operational Emissions.
- **Cultural Resources**
 - Historic Resources; and
 - Cumulative Impacts to Historic Resources.
- **Transportation**
 - Existing With Project
 - I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - Opening Year (2020) With Project Conditions
 - Sierra Avenue/I-15 Northbound Ramps (Intersection No. 8)
 - I-15 between Glen Helen Parkway and Beech Avenue (Freeway Mainline)
 - I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - Horizon Year (2040) With Project Conditions
 - Sierra Avenue / I-15 Southbound Ramps (Intersection No. 7)
 - Sierra Avenue / I-15 Northbound Ramps (Intersection No. 8)
 - I-15 between Glen Helen Parkway and Beech Avenue (Freeway Mainline)
 - I-15 Northbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Northbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)
 - I-15 Southbound Off-Ramp to Sierra Avenue (Freeway Ramp/Merge Divide)

- I-15 Southbound On-Ramp from Sierra Avenue (Freeway Ramp/Merge Divide)

8.3 Alternatives Considered But Rejected

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternatives were considered but not carried forward for additional analysis, since they would not accomplish most of the basic objectives of the Project or were considered infeasible.

“ALTERNATIVE SITE” ALTERNATIVE

The “Alternative Site” Alternative proposes that the Proposed Project would be built on another site within the City of Fontana. Due to the large size of the Proposed Project, there are limited sites within the City that could accommodate the Logistics Facility, specifically sites located near major transportation corridors. A project site that is located away from major transportation corridors could result in greater localized impacts due to truck traffic traveling on neighborhood and local streets. Further, the “Alternative Site” Alternative would not achieve Objective 2 (Improve area circulation via the realignment of Lytle Creek Road) and has the potential to not achieve Objective 1 (capitalize on nearby transportation corridors) and Objective 6 (development of a logistics facility that takes advantage of the proximity to I-15 and nearby commercial/industrial uses). For these reasons, the “Alternative Site” Alternative was rejected from further consideration.

“ANNEXATION ONLY” ALTERNATIVE

The “Annexation Only” Alternative proposes that the 152-acre Project Area would be annexed to the City and would be developed pursuant to the Fontana General Plan, Zoning, and development standards. Based upon the City's General Plan and zoning, which would include Residential Estate (R-E), Public Utility Corridor (P-UC) and General Commercial (C-2). Under this alternative, it could be reasonably assumed that the development of a total of 227 dwelling units would occur. The “Annexation Only” Alternative would not achieve any of the Project Objectives. For these reasons, the “Annexation Only” Alternative was rejected from further consideration.

8.4 “No Project” Alternative

In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions ..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available

infrastructure and community services.”⁶ The CEQA Guidelines continue to state that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”⁷ The “No Project” Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on January 16, 2018. The No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.

DESCRIPTION OF THE ALTERNATIVE

The 152-acre Project Area predominantly consists of vacant parcels of undeveloped land with surface elevations ranging from approximately 1,850 to 2,079 feet above mean sea level, generally sloping to the southwest. Existing on-site development includes paved, impervious surfaces and infrastructure including Lytle Creek Road and paved driveways and infrastructure associated with eight existing residential properties, as well as a small commercial development at the north end of the Project Area. In addition, there is an existing water tank located in the southern portion of the Project Area, approximately 0.3-mile from the southern boundary of the Logistics Site. Existing transmission towers are located along the entirety of the Project Area’s eastern boundary, including the Logistics Site.

The No Project Alternative assumes that the Project Area would not be annexed to the City, and that the Project Area would remain in the County and would be developed under the County of San Bernardino’s existing land use and zoning designations. None of the existing buildings on-site would be demolished under the No Project Alternative. Based upon the County’s General Plan and zoning, as explained below, the No Project Alternative can be reasonably assumed to result in development of 132 dwelling units in the RL and RS zones. As indicated in **Table 4.9-3, Current Land Use Designations/Zoning**, the Project Area currently includes the following County of San Bernardino Land Use Zoning Districts:

- Single Residential 1-acre minimum (RS-1);
- Institutional (IN);
- Rural Living (RL); and
- Special Development (SD).

The County of San Bernardino has designated the following land uses for the Project Area:

- Single Residential (RS);
- Rural Living; (and);
- Institutional (I); refer to **Exhibit 3.0-16, Existing General Plan Land Use Designations**.

⁶ CEQA Guidelines Section 15126.6(e)(2).

⁷ CEQA Guidelines Section 15126.6(e)(3)(B).

As depicted on **Exhibit 3.0-16**, the majority of the Project Area is designated Single Residential (RS) and Rural Living (RL) by the County of San Bernardino. Institutional (I) uses would also be permitted in the northeast portion of the Project Area. According to the County General Plan, the Single Residential land use is intended to provide areas for single-family homes on individual lots, provide areas for accessory and nonresidential uses that complement single-family residential neighborhoods, and discourage incompatible nonresidential uses in single-family residential neighborhoods. The Rural Living (RL) designation is intended to encourage appropriate rural development where single-family residential use is primary; identify areas where rural residences may be established and where associated related animal uses may be permitted; prevent inappropriate demand for urban services; and establish areas where nonagricultural activities are the primary use of the land, but where agriculture and compatible uses may co-exist. Institutional uses are intended to identify existing lands and structures committed to public facilities and public agency uses and proposed public facilities, where site selection has not occurred; provide areas for development of future public facilities to meet public needs; enable identification of potential facility locations that satisfy both community and regional needs relating to the population levels being served; and identify potential facility sites in advance of immediate need so that facility design and location may be based on the character of the area being served and can also be compatible with and supportive of the comprehensive plans of agencies within the facility service area.; refer to **Table 3.0-7, Description of Land Use Designations**.

As such, the following discussion evaluates the potential environmental impacts associated with development of the Project Area pursuant to its existing zoning and land use designations, as compared to impacts from the Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics and Visual Resources

Under the No Project Alternative, the majority of the Project Area would be developed with Single Residential and Rural Living development as currently permitted under the County General Plan. Institutional uses would also be permitted; however, these uses would be limited to the northeast limits of the Project Area.

Conversely, the Proposed Project includes a change of zone on approximately 76 acres of the Project Area from R-E to Light Industrial (M-1) (Option 1) or Regional Mixed Use (RMU) with a Warehouse Distribution Overlay (Option 2) in order to accommodate the Logistics Site; refer to **Exhibit 3.0-7a, Proposed Pre-Zoning Designations – Option 1**, and **Exhibit 3.0-7b, Proposed Pre-Zoning Designations – Option 2**.

Development occurring on the Project Area in accordance with the County's existing zoning would be less intensive than the Proposed Project. As a result, the No Project Alternative would have similar less than significant impacts to scenic resources as the Proposed Project. Both the No Project Alternative and the Proposed Project would have no impact on scenic resources within a scenic highway, since no scenic highways exist within the vicinity of the Project Area. The No Project Alternative would better preserve the existing visual character or quality of the Project Area as it would facilitate similar development to existing conditions

(i.e., a single residential and rural living land uses on the majority of the Project Area with institutional uses permitted in the northeastern extent of the site) and would decrease the potential for the introduction of additional sources of light or glare. The No Project Alternative would have similar less than significant impacts to visual character/quality in this regard.

Air Quality

Under the No Project Alternative, the majority of the Project Area would be developed with Single Residential and Rural Living development as currently permitted under the County General Plan. Institutional uses would also be permitted; however, these uses would be limited to the northeast limits of the Project Area. Based on reduced development intensity of these land use designations, the No Project Alternative would substantially reduce and/or avoid the Proposed Project's short-term construction and long-term operational impacts to air quality. This Alternative would also likely be consistent with the 2016 Air Quality Management Plan (2016 AQMP). Thus, the Proposed Project's significant and unavoidable long-term operational air emissions and cumulative operational emissions would be eliminated under this alternative.

The No Project Alternative would avoid the Project's significant and unavoidable impacts pertaining to long-term operational air emissions and cumulative operational emissions, and would maintain consistency with the 2016 AQMP.

Biological Resources

Based on reduced development intensity that could be developed under the County's existing land use designations and Land Use Zoning Districts for the Project Area, the No Project Alternative would have fewer impacts to special status plant, wildlife species, and sensitive vegetation communities than the Project which also has a less than significant impact, but would most likely result in a greater disturbance to land area than the No Project Alternative. As with the Project, the No Project Alternative would have no impact to federally protected wetlands as none are present on the Project Area. Nonetheless, any construction activities that would result from the No Project Alternative would have the potential to disturb biological resources on-site. As a result, the No Project Alternative would result in similar impacts to the Project, which could be reduced to less than significant through compliance with Mitigation Measures BIO-1 through BIO-4 that were identified for the proposed Project.

Cultural Resources

The No Project Alternative would avoid the Project's significant and unavoidable impacts to historic resources, as it would not involve demolition of the stone house at 4055 Lytle Creek Road, which is already developed pursuant to the County's intended Single Residential [RS] land use for the site. As discussed in Section 4.4, Cultural Resources, no archaeological resources were recorded on the Project Area during the field investigation, and none are known to occur on-site. Nonetheless, any construction activities would have the potential to disturb unknown archaeological resources on-site, if present. As a result, the No Project Alternative would result in similar less than significant impacts to archaeological resources with Mitigation Measure CR-2 and CR-3. Impacts to human remains would also be similar to

the Proposed Project. Because the No Project Alternative could avoid demolition of the stone house, the No Project Alternative would avoid the Proposed Project's significant and unavoidable impacts to cultural resources.

Energy

Compared to the Proposed Project, impacts from energy usage related to electricity consumption would commensurately be reduced given that the development intensity allowed under the County's existing land use designations and Land Use Zoning Districts for the Project Area would be less than the Proposed Project. Demands for electricity would also be reduced. Thus, the No Project Alternative would result in similar less than significant energy demands as compared to the Proposed Project.

Geology and Soils

None of the geologic conditions or hazards affecting the Project Area would be altered as a result of the No Project Alternative. Like the Proposed Project, potential development associated with the No Project Alternative could require deeper excavations in older finer-grained Quaternary deposits, as this soil type is common throughout the northwestern portion of the Project Area and adjacent to the southwestern portion of the Project Area; refer to **Appendix D, Cultural Resources Assessment**. These activities have the potential to encounter significant remains of fossil vertebrates. As a result, the No Project Alternative would have similar impacts to the Proposed Project and its impacts would be less than significant with implementation of Mitigation Measures GEO-2 and GEO-3.

However, the reduced intensity of development permitted under the County's existing land use designations (a mixture of Single Residential 1-acre minimum, Institutional, Rural Living, and Resource Conservation uses) and Land Use Zoning Districts for the Project Area would proportionally reduce the number of persons exposed to potential adverse effects associated with seismic, geologic, and soil hazards. It should be noted, however, that development consistent with the County's General Plan and zoning would introduce housing to the area. The No Project Alternative would result in less than significant impacts similar to the Proposed Project in this regard.

Greenhouse Gas Emissions

Based on the reduced intensity of development permitted under the County's existing land use designations and Land Use Zoning Districts for the Project Area, the No Project Alternative would reduce the amount of GHG emissions compared to the emissions anticipated under the Proposed Project. With Mitigation Measure GHG-1, the Proposed Project would reduce impacts to less than significant.

Under the No Project Alternative, GHG emissions would be substantially reduced when compared to the Proposed Project due to the elimination of the truck trips associated with the Logistics Center. The No Project Alternative would result in less than significant impacts.

Hazards and Hazardous Materials

None of the hazards and hazardous materials affecting the Project Area would be altered as a result of the No Project Alternative. However, none of the existing buildings on-site would be demolished under the No Project Alternative. As a result, the No Project Alternative would not result in the potential hazards to the public or environment through foreseeable upset and accident conditions involving the release Asbestos Containing Materials (ACMs) or Lead-Based Paint (LBP) into the environment, as ACM and LBP materials generally pose no risk unless they are damaged or cut (i.e., demolition and/or removal of structures containing these materials). Like the Proposed Project, the No Project Alternative would not involve significant impacts related to emitting or handling hazardous materials within one-quarter mile of a school, hazardous materials sites compiled pursuant to Government Code Section 65962.5 and airport-related hazards, since these hazards do not affect the Project Area; refer to Section 4.7, Hazards and Hazardous Materials.

Hydrology and Water Quality

Based on reduced development intensity allowed under County's existing land use designations and Land Use Zoning Districts for the Project site, the No Project Alternative would proportionally reduce the amount of anticipated hardscapes. Like the Proposed Project, development occurring pursuant to the County's existing land use designations and zoning which disturb more than one acre of soil would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) and demonstrate compliance with Title 3, Division 5, Chapter 1 of the San Bernardino County Code to reduce short-term construction-related impacts to water quality to a less than significant level. Similar to the Proposed Project, development occurring pursuant to the County's existing land use and zoning designations for the Project Area would not interfere with groundwater recharge activities associated with the Chino Basin and would involve less than significant impacts concerning erosion or siltation and flooding. The No Project Alternative is also not expected to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff subject to compliance with the City's Master Drainage Plan.

As compared to the Proposed Project, the No Project Alternative would have fewer impacts with respect to hydrology and water quality simply as a result of the reduced hardscapes anticipated if development under the County's existing land use designations and Land Use Zoning Districts for the Project site were implemented.

Land Use and Relevant Planning

As the No Project Alternative would not demolish the eight on-site residential units and would be developed pursuant to the County's existing land use designations for the project site, implementation of the No Project Alternative would involve similar less than significant impacts related to the division of an established community and the potential to conflict with an applicable land use plan, policy, or regulation. As a result, the No Project Alternative's impacts would be similar to the Proposed Project concerning land use and planning.

Noise

As discussed, the No Project Alternative would allow development in accordance with the site's existing County land use designations and Land Use Zoning Districts under the jurisdiction of the County. The reduced development intensities allowed under the Project Area's existing land use designations and zoning would proportionally reduce anticipated construction and operational noise and vibration as compared to the Proposed Project. As such, the No Project Alternative would involve similar mitigated less than significant impacts related to construction noise and vibration and operational noise (mobile and stationary sources) as compared to the Proposed Project.

Public Services and Recreation

The reduced development intensities allowed under the site's existing County land use designations and Land Use Zoning Districts would proportionally reduce anticipated construction and operational impacts to certain public services, such as fire and police protection services. The Proposed Project would develop a logistics center, and, as such, its implementation would not induce area population growth or increase demand for local or regional parks and recreational facilities. However, the residential development which would be permitted under the No Project Alternative would increase demand for local or regional parks and recreational facilities. As a result, the No Project Alternative would involve greater impacts to parks and recreational facilities than the Proposed Project. The impacts to public services would be similar to the Proposed Project.

Transportation

The reduced development intensities allowed under the site's existing County land use designations and Land Use Zoning Districts would result in a proportionate reduction of average daily trips and traffic and circulation impacts within the Project vicinity in comparison to the Project. As a result, this Alternative would likely avoid the Project's identified significant and unavoidable impacts for Existing, Opening Year (2020), and Horizon Year (2040) With Project Conditions. This alternative would have reduced traffic impacts in comparison the Proposed Project.

Tribal Cultural Resources

As indicated in Section 4.13, Tribal Cultural Resources, the San Manuel Band of Mission Indians has indicated that the Project Area has the potential to support tribal cultural resources as part of the Project's AB 52 consultation. As a result of the tribal consultation process, the City has agreed to implement Mitigation Measures CR-2 and CR-3. Similar to the Proposed Project, development associated with the No Project Alternative would have the potential to impact tribal cultural resources during ground disturbing activities. Impacts to tribal cultural resources would be similar to the Proposed Project in this regard.

Utilities and Service Systems

Compared to the Proposed Project, impacts related to utilities and service systems under the No Project Alternative would be commensurately reduced given that development intensity allowed under the County's existing land use designation and Land Use Zoning Districts for the Project site would be reduced. Water and dry utility demands and wastewater and solid

waste generation on-site would be proportionally reduced. The Proposed Project has a less than significant impact on public services and utilities. The No Project Alternative would have reduced demand, but would also have a similar less than significant impact.

Wildfire

The Project Area and other undeveloped natural areas to the north, east, and south represent a potential wildland fire threat to surrounding uses. The Proposed Project would develop a logistics center, and, as such, its implementation would not induce area population growth or substantially increase demand for fire protection services. The residential uses permitted under the No Project Alternative may be more vulnerable to wildfire than the industrial uses which would be permitted under the Proposed Project due to development materials, landscaping and other attributes. The No Project Alternative would not realign Lytle Creek Road to improve area circulation and better allow the Fontana Fire Protection District (FFPD) emergency access to the Project Area. As a result, this alternative may have greater impacts than the Proposed Project.

Relationship to Project Objectives

The No Project Alternative assumes development consistent with the General Plan and zoning of the County. Because no logistics facility would be constructed and Lytle Creek Road would not be realigned the No Project Alternative would not accomplish any of the project objectives:

Table 8.0-1 – No Project Alternative and Project Objectives

Objective	Discussion
<u>Objective 1:</u> Implement the City of Fontana's desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment.	<u>The No Project Alternative would not establish any logistics or warehousing uses, thus not capitalizing on transportation corridors. Also, the City would not annex the Project Area. The No Project Alternative would not achieve this objective.</u>
<u>Objective 2:</u> Improve area circulation via the realignment of Lytle Creek Road.	<u>The No Project Alternative would not include any realignment of Lytle Creek Road. The No Project Alternative would not achieve this objective.</u>
<u>Objective 3:</u> Facilitate goods movement for the benefit of local and regional economic growth.	<u>The No Project Alternative would not establish any logistics or warehousing uses, thus not capitalizing on transportation corridors or facilitating goods movement for the benefit of local or regional growth. No new jobs would be created through a logistics facility. The No Project Alternative would not achieve this objective.</u>
<u>Objective 4:</u> Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.	<u>The No Project Alternative would not establish any logistics or warehousing uses, and would be developed consistent with County zoning, which proposes residential uses. The No Project Alternative, therefore, would not generate any additional employment opportunities and would not</u>

	<u>benefit the City's and County's jobs-housing ratios, as discussed in Chapter 5 of the EIR. The No Project Alternative would not achieve this objective.</u>
<u>Objective 5:</u> Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.	<u>The No Project Alternative would not establish any logistics or warehousing uses, thus not capitalizing on area infrastructure and the Project Area's location in proximity to commercial/industrial uses. The No Project Alternative would not achieve this objective.</u>
<u>Objective 6:</u> Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City.	<u>The No Project Alternative would not establish any logistics or warehousing uses. Therefore, it would not achieve this objective.</u>

8.5 “Reduced Project” Alternative

DESCRIPTION OF THE ALTERNATIVE

The Reduced Project Alternative would reduce development of the Project by approximately 25.4 percent, constructing an 877,000 square foot industrial building as compared to the Project's proposed 1,175,720 square foot building. Given the 25.4 percent reduction in development, it is assumed that the building footprint and required parking spaces would be slightly reduced, and thus providing slightly more pervious areas on-site.

The Reduced Project Alternative was selected for analysis due to its ability to avoid the Proposed Project's significant and unavoidable impacts to historic resources (the Stone House at 4055 Lytle Creek Road). A 25.4 percent reduction in development could potentially lessen the significant and unavoidable impacts for the Project related to air quality (operational air emissions and consistency with the 2016 AQMP), and transportation (Existing With Project Conditions, Opening Year (2020) With Project Conditions, and Horizon Year (2040) With Project Conditions).

The following discussion evaluates the potential environmental impacts associated with the Reduced Project Alternative, as compared to impacts from the Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics and Visual Resources

Both the Proposed Project and the Reduced Project Alternative would have short-term visual impacts associated with demolition, grading, and construction activities. Although this alternative would result in 25.4 percent less development, construction-related impacts to visual character/quality would be only nominally reduced, if not similar, to the Proposed Project.

Under this alternative, the long-term visual character of the Logistics Site and its surroundings would be altered to a lesser degree than the Proposed Project, since the site would be developed with an 877,000 square foot industrial building as compared to the

Project's proposed 1,175,720 square foot building. However, even with a 25.4 percent reduction in building square footage, the industrial building would continue to be the predominant view of and across the site. Views of the San Gabriel Mountains would continue to be obstructed under this alternative. However, as discussed in Section 4.1, the Logistics Site is developed with significant electrical infrastructure, including power lines and towers, are visible in the foreground. These features significantly lessen the existing quality of views of the San Gabriel Mountains from I-15. As a result, this alternative would have similar less than significant impacts to scenic resources (i.e., views of the foothills of the San Gabriel Mountains) as the Proposed Project. Additionally, the industrial development, including its infrastructure improvements, would be designed similarly under both scenarios. As such, the visual character and quality of the industrial development would be similar to the Proposed Project. Because the building materials used in construction of this alternative would be similar to those of the Project, and because all development would be required to comply with applicable lighting standards, impacts to lighting and glare would be similar to the Project.

Air Quality

The 25.4 percent reduction in development density under this alternative would result in fewer short-term air quality emissions associated with construction activities, including demolition, grading, building, worker trips, and truck hauling. As a result, air quality emissions associated with the Reduced Project Alternative would be less than the Proposed Project's less than significant impacts, given the reduced level of construction activities. Although short-term air quality emissions under this alternative would be reduced, mitigation measures would still be required to ensure impacts are reduced to less than significant.

As discussed in Impact 4.2-2, operations of the Proposed Project would result in NO_x emissions that would exceed SCAQMD operational thresholds, mostly due to a substantial increase in mobile emissions from average daily trips. Due to this alternative's 25.4 percent reduction in building development and associated daily trips, long-term air quality impacts from mobile and area source pollutant emissions generated under the Reduced Project Alternative would be proportionally reduced as compared to the Proposed Project. However, this alternative would not avoid the significant and unavoidable impacts associated with operational NO_x emissions and consistency with the 2016 AQMP. A 25.4 percent reduction in building development would result in an estimated 109.37 pounds per day of NO_x emissions and would still exceed SCAQMD's daily emissions threshold of 55 pounds per day. As a result, the Reduced Project Alternative would have significant air quality impacts, similar to the Proposed Project.

Biological Resources

Although this alternative would reduce total building square footage by 25.4 percent, the Reduced Project Alternative would still result in similar ground disturbance as the Proposed Project. As a result, the Reduced Project Alternative would involve similar mitigated less than significant impacts to special status plant, wildlife species, and sensitive vegetation communities as the Proposed Project. Like the Proposed Project, this alternative would not impact federally protected wetlands. The area that would be avoided under this alternative

would be the site of the historic house, which is already developed. The Reduced Project Alternative would result in similar impacts to the Project, which could be reduced to less than significant through compliance with Mitigation Measures BIO-1 through BIO-4 that were identified for the proposed Project. As a result, the Reduced Project Alternative would have similar impacts to biological resources as the Proposed Project.

Cultural Resources

The Reduced Project Alternative would avoid the Project's significant and unavoidable impacts to historic resources, as it would not involve demolition of the stone house at 4055 Lytle Creek Road. Although the total building square footage would be reduced by 25.4 percent, this alternative would involve similar ground-disturbing activities within the Logistics Site. As a result, impacts to archaeological resources and human remains would be similar to the Proposed Project. Given the substantial change in the Logistics Site, the character of the area surrounding the historic stone house would be significantly changed from rural and open land to a logistics facility. The house site would be substantially surrounded by warehousing uses, including a logistics center, parking lots, as well as access roadways. The Public Access Road would be constructed, as proposed by the Project, and Lytle Creek Road would be realigned. These roadways would straddle the house site, which would remain immediately adjacent to the logistics facility. With the Reduced Project Alternative, the character of the Logistics Site would be changed from largely undeveloped to industrial uses. Although the larger site has been used and disturbed in the past, most of the site consists of undeveloped land associated with past agrarian activities. The Reduced Project Alternative would change this character significantly, which would impact the historic setting of the house site. As noted in Section 4.4 of the EIR, the house is considered historic based partly on its setting. Table 4.4-1 explains that the house was constructed "within the context of twentieth century farming and ranching. An excellent example of a local family ranch compound." With even a smaller logistics facility, the substantial changes to the surrounding environment would materially alter the setting of the historic resource. As such, although the historic stone house would not be physically destroyed by the Reduced Project Alternative, significant impacts to the historic resource would remain.

Energy

Compared to the Proposed Project, impacts from energy usage related to electricity consumption under the Reduced Project Alternative would be commensurately reduced given that development intensity would be reduced by 25.4 percent. Demands for electricity would be proportionally reduced. Thus, although the Proposed Project would result in a less than significant energy impact, that impact would be further reduced under this alternative.

Geology and Soils

Given that the site limits would remain the same under the Proposed Project and the Reduced Project Alternative, none of the site-specific geologic conditions and hazards would be altered under this alternative. However, reducing overall development by 25.4 percent would proportionally reduce the number of workers on-site. As such, this alternative would expose fewer people to potential adverse effects associated with seismic, geologic, and soil hazards. Like the Proposed Project, the Reduced Project Alternative would also involve less than significant impacts concerning geology and soils.

Greenhouse Gas Emissions

Based on **Table 4.7-2, Project Greenhouse Gas Emissions with Project Design Features**, the Project would generate 15,474.09 metric tons of carbon dioxide equivalent per year (MTCO₂eq/yr) and would exceed SCAQMD's threshold for industrial and warehouse projects. Although this alternative would reduce development by 25.4 percent, an 877,000 square foot industrial building would generate 11,543.67 MTCO₂eq/yr and thus would still exceed the GHG significance threshold of 10,000 MTCO₂eq/yr due to the substantial increase in mobile GHG emissions from operational vehicle and truck trips. Thus, this alternative would also be required to implement Mitigation Measure GHG-1 and purchase GHG offsets to reduce the Reduced Project's GHG emissions below SCAQMD's threshold. As a result, the Reduced Project Alternative would result in similar less than significant impacts from GHG emissions with Mitigation Measure GHG-1.

Hazards and Hazardous Materials

Demolition of existing residential uses under the Reduced Development Alternative could similarly release hazardous materials into the environment through reasonably foreseeable upset and accident conditions involving LBPs and ACMs; however, this impact can be mitigated to less than significant. This alternative would reduce development intensity by 25.4 percent, and thus would likely require a shorter construction period and less overall construction; however, the same materials would be utilized. As such, the Proposed Project's mitigated less than significant impacts related to hazards and hazardous materials during construction would be similar to, but potentially slightly less than the Proposed Project. In addition, long-term operational impacts related to the transport, use, and/or storage of hazardous materials under this alternative could be commensurately reduced although the materials used and stored at the logistics facility would be the same under either circumstance.

Hydrology and Water Quality

Like the Proposed Project, the Reduced Project Alternative would be required to comply with NPDES requirements and the San Bernardino County Municipal Code to reduce water quality impacts. Similar to the Proposed Project, the Reduced Project Alternative would not interfere with groundwater recharge activities associated with the Chino Basin and would involve less than significant impacts concerning erosion or siltation and flooding. The Reduced Project Alternative is also not expected to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff subject to compliance with the City's Master Drainage Plan.

However, given the 25.4 percent reduction in development, this alternative would have slightly more pervious areas on-site and a proportional reduction in runoff volumes. According to the Proposed Project's Water Quality Management Plan (WQMP), 80 percent of the Logistics Site would be paved at project completion (approximately 60.8 acres). Under the Reduced Project Alternative, approximately 45.6 acres of the Logistics Site would be impervious.

Land Use and Relevant Planning

This alternative would develop 25.4 percent fewer square feet of industrial uses on-site. Similar to the Project, this alternative would involve the same entitlements described for the Proposed Project in Section 4.9, Land Use and Planning and would not conflict with applicable land use plans, policies, and regulations. As a result, the Reduced Development Alternative would involve similar land use impacts as the Proposed Project.

Noise

Compared to the Proposed Project, short-term noise impacts from demolition, grading, and construction activities associated with the Reduced Project Alternative would be incrementally reduced due to an anticipated shorter construction schedule, however, even with a reduced square footage, most all of the same noise impacts would be expected to occur. However, the uses surrounding the historic stone house would be significantly changed from rural and open land to a logistics facility. Thus, construction of the Logistics Facility, albeit under the Reduced Project Alternative, could result in noise and vibrational impacts to occupants living at this property.

Similarly, long-term operational noise impacts would most likely reflect an incremental reduction as compared to the Proposed Project. A smaller facility would have fewer truck docks and would result in an incremental reduction in noise impacts from average daily trips and vehicular travel on the surrounding roadway network. Operational noise sources, such as HVAC equipment, would remain the same under the Project and Reduced Project Alternative. However, based on the Reduced Project Alternative's preservation of the historic stone house, operation of this alternative could result in noise impacts to occupants living at this property.

Public Services and Recreation

Impacts related to public services and recreation under the Reduced Project Alternative would be commensurately reduced given that the development intensity would be reduced by 25.4 percent. Thus, the Proposed Project's less than significant impacts concerning public services and recreation would be incrementally reduced under this alternative. Impacts would remain less than significant.

Transportation

This alternative would reduce the square footage of development by approximately 25.4 percent. Therefore, with a smaller facility, the Reduced Project Alternative would generate fewer average daily trips and traffic and circulation impacts within the site vicinity in comparison to the Proposed Project. However, it is not anticipated that the Reduced Project Alternative would avoid the Project's significant and unavoidable traffic and circulation impacts to intersections, freeway mainlines, and freeway ramp/merge divides under Existing With Project, Opening Year (2020), and Horizon Year (2040) Conditions given the fact that the reduction in trips would be spread throughout the assumed trip distribution area and the significantly impacted intersections are all above the thresholds such that a minor reduction in trips would not result in any thresholds falling below a level of significance.

Although this alternative may generate fewer trips due to the smaller size of the facility, this alternative would have similar impacts to the Proposed Project regarding transportation, the significant unavoidable impacts identified above would not eliminate under this alternative.

Tribal Cultural Resources

As indicated in Section 4.13, the San Manuel Band of Mission Indians has indicated that the Project site has the potential to support tribal cultural resources as part of the Project's AB 52 consultation. Although this alternative would reduce total building square footage by 25.4 percent, the Reduced Project Alternative would still result in a similar disturbance footprint as the Proposed Project. As a result, the Reduced Project Alternative would involve similar impacts to tribal cultural resources during ground disturbing activities as the Proposed Project.

Utilities and Service Systems

Compared to the Proposed Project, impacts related to utilities and service systems under the Reduced Project Alternative would be incrementally reduced given that development square footage would be reduced by 25.4 percent. Water and dry utility demands and wastewater and solid waste generation on-site would be proportionally reduced given the reduced square footage of development. The Proposed Project has a less than significant impact on public services and utilities. The Reduced Project Alternative would have reduced demand, but would also have a similar less than significant impact.

Wildfire

The Project Area and other undeveloped natural areas to the north, east, and south represent a potential wildland fire threat to surrounding uses. Under the Reduced Project Alternative, the risk of wildfire would be similar to the Proposed Project although the avoidance of the existing residence would present the potential for more residents to be exposed to wildfire threats than the Proposed Project.

Relationship to Project Objectives

The Reduced Project Alternative would reduce the overall development of the Proposed Project by 25.4 percent. As discussed below, the Reduced Project Alternative would achieve a majority of the project objectives; however, it would not do so to the same extent as the Proposed Project.

Table 8.0-2 – Reduced Project Alternative and Project Objectives

Objective	Discussion
<u>Objective 1: Implement the City of Fontana's desire to have uses that capitalize on nearby transportation corridors and truck routes and that stimulate employment.</u>	<u>Under the Reduced Project Alternative, the City would annex the Project Area into the City and would permit development of a logistics facility, albeit smaller than the Proposed Project. The Reduced Project Alternative would capitalize on nearby transportation corridors and truck routes, but would do so to a lesser extent than the Proposed Project. Also, by leaving the historic</u>

	<u>resource in-place, the Reduced Project Alternative would substantively change the surrounding area's character and establish trucking uses within close proximity to the historic resource. Thus, this alternative would also retain uses that are inconsistent with the City's development goals for the Logistics Site.</u>
<u>Objective 2:</u> Improve area circulation via the realignment of Lytle Creek Road.	The Reduced Project Alternative would facilitate the realignment of Lytle Creek Road. Thus, the project would achieve this objective.
<u>Objective 3:</u> Facilitate goods movement for the benefit of local and regional economic growth.	<u>The Reduced Project Alternative would facilitate goods movement that would benefit local and regional economic growth but, as discussed in the EIR, would not establish as many employment opportunities or generate as much tax revenue for the City. The Reduced Project Alternative would achieve this objective, but to a lesser extent than the Proposed Project.</u>
<u>Objective 4:</u> Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.	<u>The Reduced Project Alternative would not result in as many job opportunities as the Proposed Project. Thus, the Reduced Project Alternative would not benefit the City's and County's jobs-housing ratio, as discussed in Chapter 5 of the EIR, to the same extent as the Proposed Project.</u>
<u>Objective 5:</u> Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.	<u>The Reduced Project Alternative would capitalize on nearby transportation corridors and truck routes, and would be developed in proximity to commercial/industrial uses. Lesser overall square footage would be constructed under this alternative, however, not fully taking advantage of the Logistics Site's proximity to nearby commercial and industrial uses that would benefit from logistics/warehousing uses.</u>
<u>Objective 6:</u> Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City.	<u>The Reduced Project Alternative would be financially viable and would provide long-term fiscal benefits to the City. However, it would not permit construction to the extent of the Proposed Project, and would not take full advantage of the Logistic Site's location and proximity to uses and transportation. Therefore, it would also not generate fiscal benefits (and employment benefits) to the City to the same extent as the Proposed Project.</u>

8.6 Environmentally Superior Alternative

Table 8.0-3, Comparison of Alternatives, summarizes the comparative analysis presented above (i.e., the alternatives compared to the Project). Review of **Table 7-3** indicates that the No Project Alternative and the Reduced Project Alternative are the environmentally superior alternatives, as they would avoid or lessen the majority of impacts associated with development of the Proposed Project. According to CEQA Guidelines Section 15126.6(e), “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, the Reduced Project Alternative is identified as the environmentally superior alternative.

Although the Reduced Project Alternative would avoid the Project’s significant and unavoidable impacts cultural resources, this alternative would achieve the Project objectives to a lesser extent for Objective 3 (Facilitate goods movement for the benefit of local and regional economic growth), Objective 4 (Increase temporary and permanent employment opportunities while improving the local balance of housing and jobs), Objective 5 (Development of a logistics facility that takes advantage of the proximity to I-15 and proximity to nearby commercial/industrial uses.) and Objective 6 (Development of a logistics facility that is economically viable and provides long term fiscal benefits to the City). As a result, although this alternative would achieve all of the Project Objectives, it would provide a reduced level of benefit due to the reduced size of the facility.

Table 8.0-3: Comparison of Alternatives

Sections	“No Project”	“Reduced Project”
Aesthetics and Visual Resources	=	=
Air Quality	▼	▼
Biological Resources	=	=
Cultural Resources	=	▼
Energy	=	=
Geology and Soils	=	=
Greenhouse Gas Emissions	=	=
Hazards and Hazardous Materials	=	=
Hydrology and Water Quality	=	=
Land Use and Planning	=	=
Noise	=	=
Public Services and Recreation	=	=
Transportation	▼	=
Tribal Cultural Resources	=	=

Sections	"No Project"	"Reduced Project"
Utilities and Service Systems	=	=
Wildfire	▲	▲

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