Mitigated Negative Declaration

Duke Warehouse at 8978 Haven Avenue

Rancho Cucamonga, CA

Lead Agency

Rancho Cucamonga Community Services

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

April 2019

PUBLIC REVIEW DRAFT

Mitigated Negative Declaration

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Rancho Cucamonga, CA

Lead Agency

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

Project Applicant

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April 2019

TABLE OF CONTENTS

Section Number/Title — Page

List of Figures

List of Tables

TECHNICAL APPENDICES

The reports identified below are included within the Technical Appendices to this MND and are herein incorporated by reference pursuant to CEQA Guidelines §15150. These reports are attached to this MND (bound separately) and also are available for review at the City of Rancho Cucamonga Planning Department, 10500 Civic Center Drive, Rancho Cucamonga, CA 91730, during regular business hours.

Appendix	Document Title
A	Air Quality Impact Analysis
B	Mobile Source Health Risk Assessment
C	Cultural Resources Records Search
D	Energy Analysis/Study
E	Geotechnical Investigation
F	Greenhouse Gas Analysis
G	Phase I Environmental Site Assessment
H.1	Preliminary Hydrology Calculations
H.2	Preliminary Water Quality Management Plan
I	Noise Impact Analysis
J	Trip Generation Evaluation

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

§	Section
AM	Ante Meridiem (between the hours of midnight and noon)
AB	Assembly Bill
AB 32	Assembly Bill 32
AB 341	Mandatory Commercial Recycling Program
AB 939	Assembly Bill 939
AB 2185	Assembly Bill 2185
ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	Above Mean Sea Level
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing Materials
BFSA	Brian F. Smith and Associates
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CBSC	California Building Standards Code
CalEEMod	California Emissions Estimator Model
CalTrans	California Department of Transportation
CARB	California Air Resources Board
CAPCOA	California Air Pollution Controls Officers Association
CASSA	Criteria Area Species Survey Area
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDTSC	California Department of Toxic Substances Control
CEC	California Energy Commissions
CEQA	California Environmental Quality Act
CFS	Cubic Feet per Second
CIWMP	Countywide Integrated Waste Management Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COA	Condition of Approval
CRCCSDP	City of Rancho Cucamonga Comprehensive Storm Drain Plan
CWA	Clean Water Act
c.y.	Cubic Yards

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE (CONT.)

cfs	Cubic Feet per Second
CVWD	Cucamonga Valley Water District
dBA	A-weighted Decibels
dBA Leq	equivalent decibels
DBESP	Determination of Biologically Superior Preservation
DIF	Development Impact Fee
DWR	Department of Water Resources
dBA	A-weighted decibels
DOC	Department of Conservation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
E+A+P+C	Existing plus Ambient Growth plus Project plus Cumulative Development
E+P	Existing plus Project Conditions
e.g.	exempli gratia, meaning “for example”
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EnA	Exeter sandy loam (soil type)
EpA	Exeter sandy loam, deep (soil type)
EO	Executive Order
etc.	etcetera
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESFR	Early Suppression Fast Response
et seq.	et sequentes, meaning "and the following"
EVSE	electric vehicle supply equipment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FEIR	Final Environmental Impact Report
FICON	Federal Interagency Committee Noise
FIRM	Flood Insurance Rate Map
GCC	Global Climate Change
GHG	Greenhouse Gas
GI	General Industrial (City of Rancho Cucamonga Land Use Designation)
GPD	Gallons per Day
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plan
Greene	California Senate Bill 50

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE (CONT.)

HCP	Habitat Conservation Plan
HMBEP	Hazardous Materials Business Emergency Plan
I-#	Interstate #
i.e.	that is
IP	Industrial Park (City of Rancho Cucamonga Zoning Classification)
IS	Initial Study
IEUA	Inland Empire Utilities Agency
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
kWh	kilowatt-hour
kBTU	thousand British thermal units
LBP	lead-based paint
Leq	Equivalent Continuous Sound Level
LOS	Level of Service
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MEIR	maximally exposed individual receptor
MEISC	maximally exposed individual school child
MEIW	maximally exposed individual worker
MPO	Metropolitan Planning Organization
MRF	Materials Recovery Facility
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
$MTCO_2e$	metric tons of carbon dioxide equivalent
MWD	Municipal Water District
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
n.d.	No date
NOI	Notice of Intent
NOP	Notice of Preparation
NorCal	NorCal Engineering
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE (CONT.)

ONT	Ontario International Airport
OWOW	One Water, One Watershed Plan 2.0
$PM_{2.5}$	Particulate Matter 2.5
PM_{10}	Particulate Matter 10
PPV	peak particle velocity
PUC	Public Utilities Commission
RCFPD	Rancho Cucamonga Fire Protection District
RCPD	Rancho Cucamonga Police Department
REC	Recognized Environmental Condition
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SB 32	Senate Bill 32
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SGMA	Sustainable Groundwater Management Act
SoCal Gas	Southern California Gas Company
SOx	sulfur oxides
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
U.S. EPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan

1.0 Introduction

1.1 Document Purpose

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code Section [§] 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 et seq.). This MND is an informational document intended for use by the City of Rancho Cucamonga, Responsible Agencies, and members of the general public in evaluating the physical environmental effects of the proposed Duke Warehouse at 8978 Haven Avenue project (hereafter referred to as "Project" and as further described in Section 3.0 of this MND).

This MND was compiled by the City of Rancho Cucamonga, serving as the Lead Agency for the proposed Project pursuant to CEQA § 21067 and CEQA Guidelines Article 4 and § 15367. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project.

This Introduction provides general information regarding: 1) a summary of the location and history of the Project site; 2) a summary of Initial Study findings supporting the City of Rancho Cucamonga's decision to prepare an MND for the proposed Project; 3) the standards of adequacy for an MND under CEQA; 4) a description of the format and content of this MND; and 5) the governmental processing requirements to consider the proposed Project for approval.

1.2 Project Summary

The Project consists of an application for a Design Review (DRC2018-00546) to redevelop an approximately 6.0-acre property immediately south of 8th Street and approximately 370 feet west of Haven Avenue with an approximately 120,628 square foot (s.f.) light industrial/warehouse building and associated improvements including, but not limited to, surface parking lots, drive aisles, utility infrastructure, landscaping, exterior lighting, and walls/fencing. The Project site currently contains a 20,000 s.f. warehouse and trucking operation, which would be demolished and removed from the site. The Project also will require a Lot Line Adjustment to consolidate the Project site's existing two (2) parcels into one legal parcel. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed Project.

1.3 History of the Project Site

The Project site is located within an area of the City of Rancho Cucamonga that was historically used for agricultural purposes and has been developing into an area widely used for industrial purposes. Based on historical aerial imagery, the Project site was vacant until 1938 then used for agricultural purposes from 1938 through at least 1959. Between 1959 and 1966 the Project site was developed with a warehouse building and associated improvements, which have remained present on the site under existing conditions. From approximately 1980 to 1992, the most recent time period for which ownership/usage data was available, the Project site was used for a sign manufacturing operation. From approximately 1992 to 2014, the BASF Corporation, a chemicals manufacturer, utilized the Project site for product storage and from 2015 to the present day, TMT Industries, a trucking/distribution company, has been in operation on the Project site. (Hillmann Consulting, 2018, pp. 15-16)

1.4 California Environmental Quality Act (CEQA)

1.4.1 CEQA Objectives

CEQA (Public Resources Code § 21000 et seq.) requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The principal objectives of CEQA are to: 1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities; 2) identify the ways that environmental damage can be avoided or significantly reduced; 3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and 4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.4.2 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "…the physical environmental conditions in the vicinity of the project… as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced." (CEQA Guidelines § 15125[a]1). In the case of the proposed Project, the Initial Study determined that an MND is the appropriate form of CEQA compliance document, which does not require publication of a Notice of Preparation (NOP) (refer to Subsection 1.4.4, *Initial Study Findings*). Thus, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced.

The Project's Design Review application was filed with the City of Rancho Cucamonga in June 2018. Accordingly, the environmental setting for the proposed Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in approximately June 2018. At that time, the Project site was fully developed and contained a 20,000 s.f. warehouse operating as a trucking business.

1.4.3 CEQA Requirements for a Mitigated Negative Declaration (MND)

An MND is a written statement by the Lead Agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an Environmental Impact Report (EIR, CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of an MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines § 15070[b]) If the potentially significant effects associated with a project cannot be mitigated to a level below significance, then an EIR must be prepared.

1.4.4 Initial Study Findings

Section 4.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and City of Rancho Cucamonga requirements. The Initial Study determined that implementation of the proposed Project would result in no impacts or less-than-significant environmental effects under the impact areas of: Aesthetics, Air Quality, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. The Initial Study determined that the proposed Project would result in potentially significant effects to the issue area of Noise and Tribal Cultural Resources, but the Project Applicant has agreed to incorporate mitigation measures that would avoid or mitigate the effects to a point where clearly no significant effects would occur. The Initial Study determined that, with the incorporation of mitigation measures, there is no substantial evidence in light of the whole record before the Lead Agency (City of Rancho Cucamonga) that the Project may have a significant effect on the environment. Based on the Initial Study's findings, the City of Rancho Cucamonga determined that an MND shall be prepared for the proposed Project pursuant to CEQA Guidelines § 15070(b).

1.4.5 Format and Content of Mitigated Negative Declaration

The following components comprise the MND in its entirety:

1) This document, including all sections. Section 4.0 comprises the completed Initial Study Checklist ("Initial Study") and its associated analyses which document the reasons to support the findings and conclusions of the Initial Study. Section 5.0 comprises the Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the proposed Project to ensure that effects to the environment are reduced to less-than-significant levels. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.

2) Eleven technical reports that evaluate the environmental effects of the proposed Project are attached as Technical Appendices A-J. Each of the appendices listed below are available for review at the City of Rancho Cucamonga Planning Department, 10500 Civic Center Drive, Rancho Cucamonga, CA 91730, and are hereby incorporated by reference pursuant to CEQA Guidelines § 15150.

   Appendix A "8978 Haven Ave. Warehouse Air Quality Impact Analysis, City of Rancho Cucamonga" prepared by Urban Crossroads and dated December 6, 2018.

   Appendix B "8978 Haven Ave. Warehouse Mobile Source Health Risk Assessment, City of Rancho Cucamonga" prepared by Urban Crossroads and dated February 6, 2019.

   Appendix C "Cultural Resources Records Search for the 8th Street and Haven Project, Rancho Cucamonga, California" prepared by Brian F. Smith and Associates, Inc. and dated March 19, 2018.

   Appendix D "8978 Haven Avenue Warehouse Energy Tables" prepared by Urban Crossroads and dated February 6, 2019.

Appendix E "Geotechnical Investigation Proposed Commercial/Industrial Building, City of Rancho Cucamonga" prepared by Southern California Geotechnical and dated November 27, 2018.

Appendix F "8978 Haven Ave. Warehouse Greenhouse Gas Analysis, City of Rancho Cucamonga" prepared by Urban Crossroads and dated December 6, 2018.

Appendix G "Phase I Environmental Site Assessment" prepared by Hillmann Consulting and dated January 16, 2018.

Appendix H.1 "Preliminary Hydrology Calculations for 8th Street and Haven Avenue, Rancho Cucamonga, California" prepared by Thienes Engineering, Inc. and dated June 15, 2018.

Appendix H.2 "Preliminary Water Quality Management Plan" prepared by Thienes Engineering Inc. and dated June 15, 2018.

Appendix I "8978 Haven Avenue Noise Impact Analysis, City of Rancho Cucamonga" prepared by Urban Crossroads and dated December 6, 2018.

Appendix J "8th St. & Haven Av. Warehouse Trip Generation Evaluation" prepared by Urban Crossroads and dated March 28, 2018.

3) All plans, policies, regulatory requirements, and other documentation that is incorporated by reference in this document pursuant to CEQA Guidelines § 15150. Refer to Section 7.0, *References*, of this MND.

1.4.6 Mitigated Negative Declaration Processing

The City of Rancho Cucamonga Planning Department directed and supervised the preparation of this MND. Although prepared with the assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this MND reflect the sole independent judgment of the City of Rancho Cucamonga.

A Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 30-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of Rancho Cucamonga; 2) owners of contiguous property shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and 4) the San Bernardino County Clerk. The NOI identifies the location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices are available for public review.

Following the public review period, the City of Rancho Cucamonga will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines § 15073.5(b)), then the MND will be finalized and forwarded to City of Rancho Cucamonga decision-makers for review as part of their deliberations concerning the proposed Project. If the Project is approved, the City of Rancho Cucamonga will file a Notice of Determination (NOD) with the San Bernardino County Clerk.

1.4.7 Lead Agency Contact Information

Written comments concerning this MND should be addressed as follows. No other forms of public comment on the MND will be accepted other than written comments mailed or emailed to:

Michael Smith
City of Rancho Cucamonga Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Michael.Smith@CityofRC.us

2.0 Environmental Setting

2.1 Project Setting

2.1.1 Project Location

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. The Project site is located in San Bernardino County, in the City of Rancho Cucamonga, immediately south of 8th Street and approximately 370 feet west of Haven Avenue. The Project site encompasses Assessor's Parcel Numbers (APNs) 0209-242-08 and 0209-251-11.

2.1.2 Surrounding Land Uses and Development

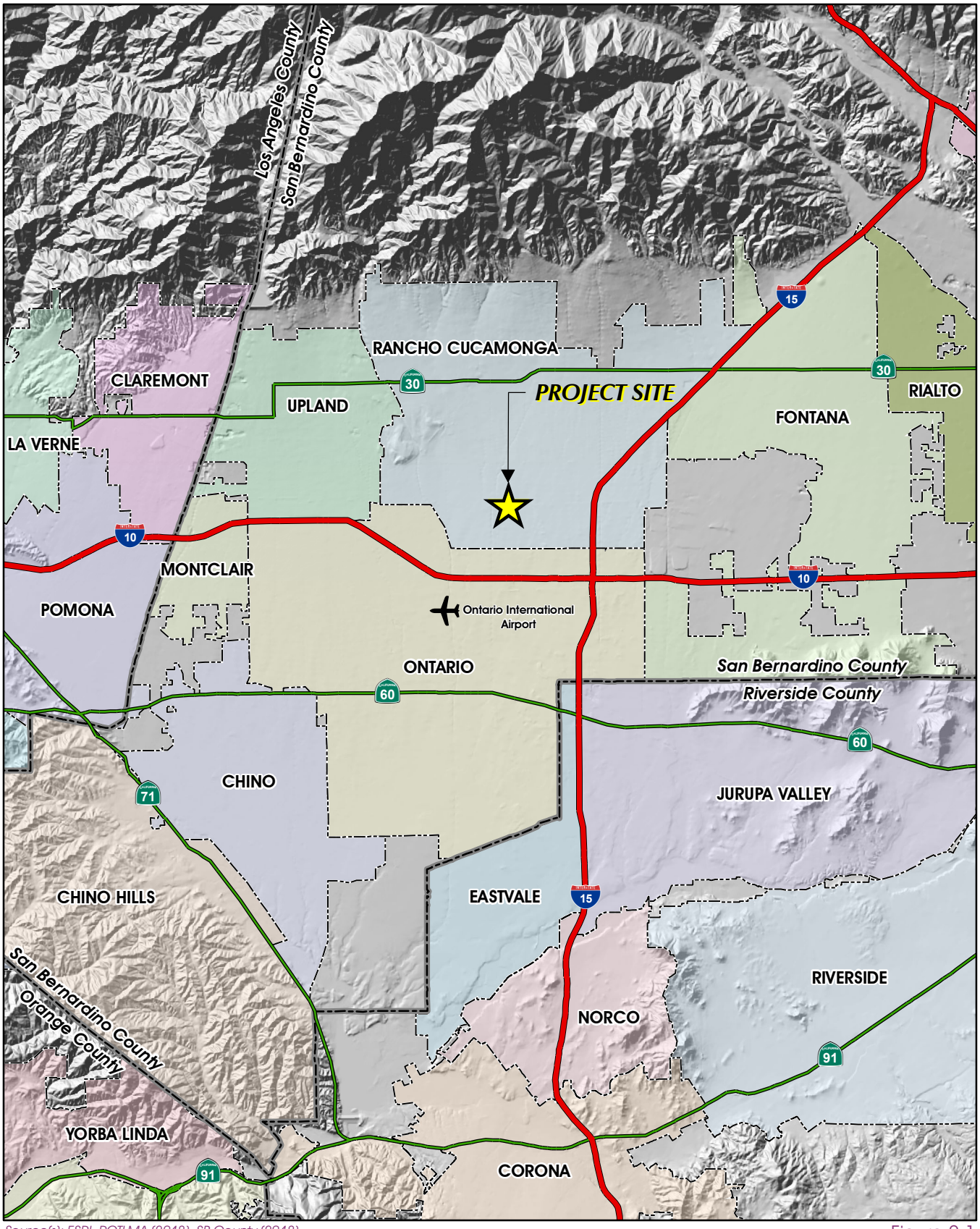
The Project site and surrounding area is designated for Industrial Park uses by the City's General Plan and Zoning Map. Figure 2-3, *Surrounding Land Uses and Development*, depicts the existing land uses immediately surrounding the Project site. Surrounding land uses include commercial/industrial developments to the south and west of the site. One conforming commercial business and a non-conforming residence is located to the east and a conforming residential neighborhood is located to the north-northwest, north of 8th Street. The specific land uses surrounding the Project site are described below.

North:
The City's General Plan designates the land directly north of the Project site (beyond the railroad tracks) for Industrial Park uses and designates the land located north-northwest of the Project site for Low Density Residential uses. Under existing conditions, 8th Street abuts the Project's northern boundary, which is paralleled by a Metrolink and freight railroad line. The land north of the Project site, north of 8th Street, is vacant and undeveloped and the land northwest of the Project site is a single-family residential community.

South:
The City's General Plan designates the land south of the Project site for Industrial Park uses and it is currently occupied by a construction chemicals operation (BASF Corporation). This property includes a one-story warehouse building, several storage tanks, and functions as the terminus to the railroad spur that traverses along the Project's western boundary.

East:
The City's General Plan designates the land east of the Project site for Industrial Park uses with "Haven Avenue Office" overlay. Under existing conditions, a conforming commercial repair shop (Speedway Muffler) and vacant lot abut the Project's eastern boundary. Approximately 63.0 feet east of the Project site is a non-conforming, single-family residential home and several ornamental trees, followed by non-conforming commercial uses.

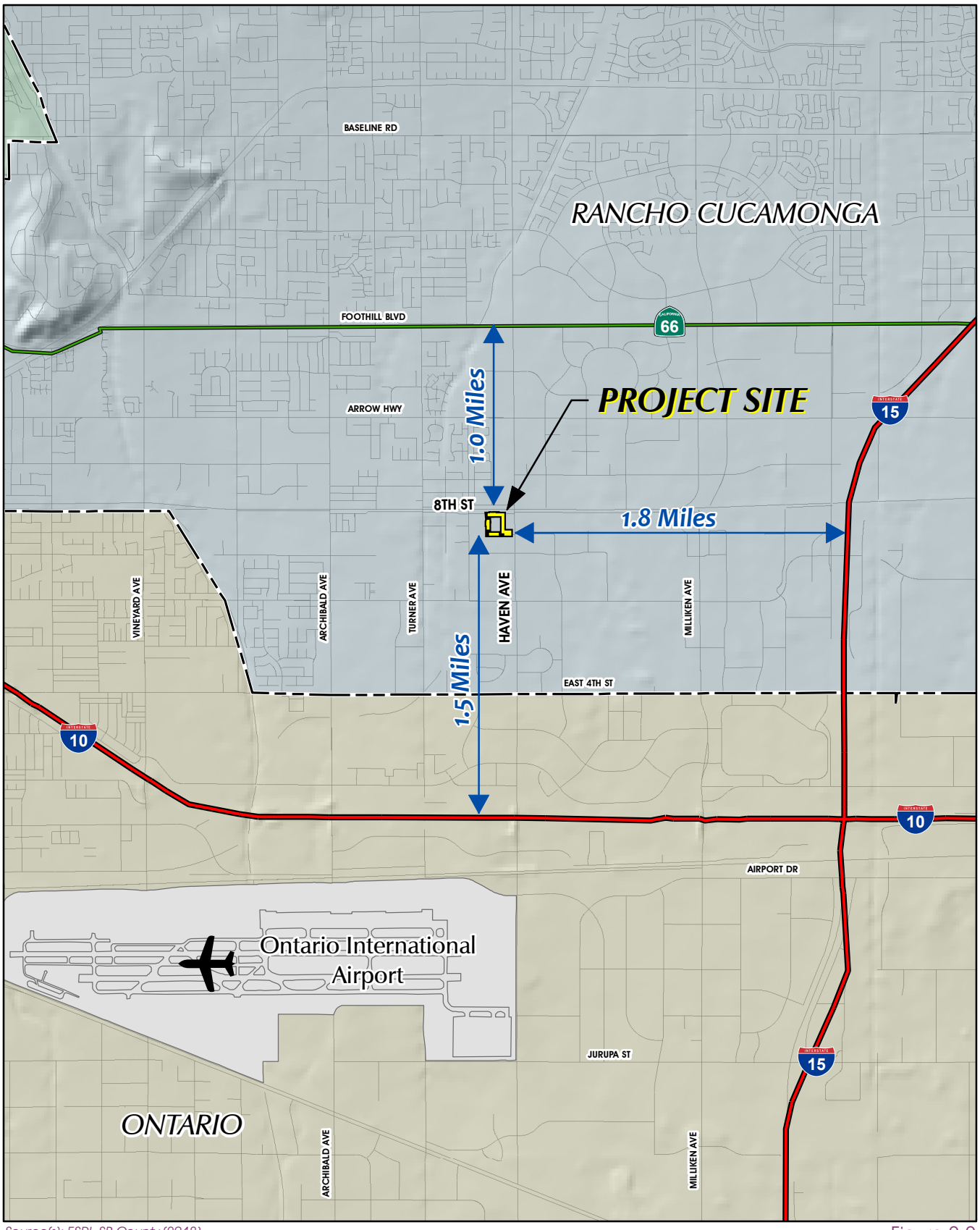
West:
The City's General Plan designated the land west of the Project site for General Industrial uses and is presently occupied by a commercial trailer manufacturing operation (Utility Trailer). The commercial trailer manufacturing operation includes a one-story warehouse building, a retail office, passenger car and trailer parking, ornamental landscaping, and several ancillary storage/manufacturing facilities. In addition, a commercial paving operation (Silvia Construction, Inc.) is located southwest of the Project site and contains a large warehouse, an office building, and a passenger car parking lot.



Source(s): ESRI, RCTLMA (2018), SB County (2018)

Figure 2-1

REGIONAL MAP

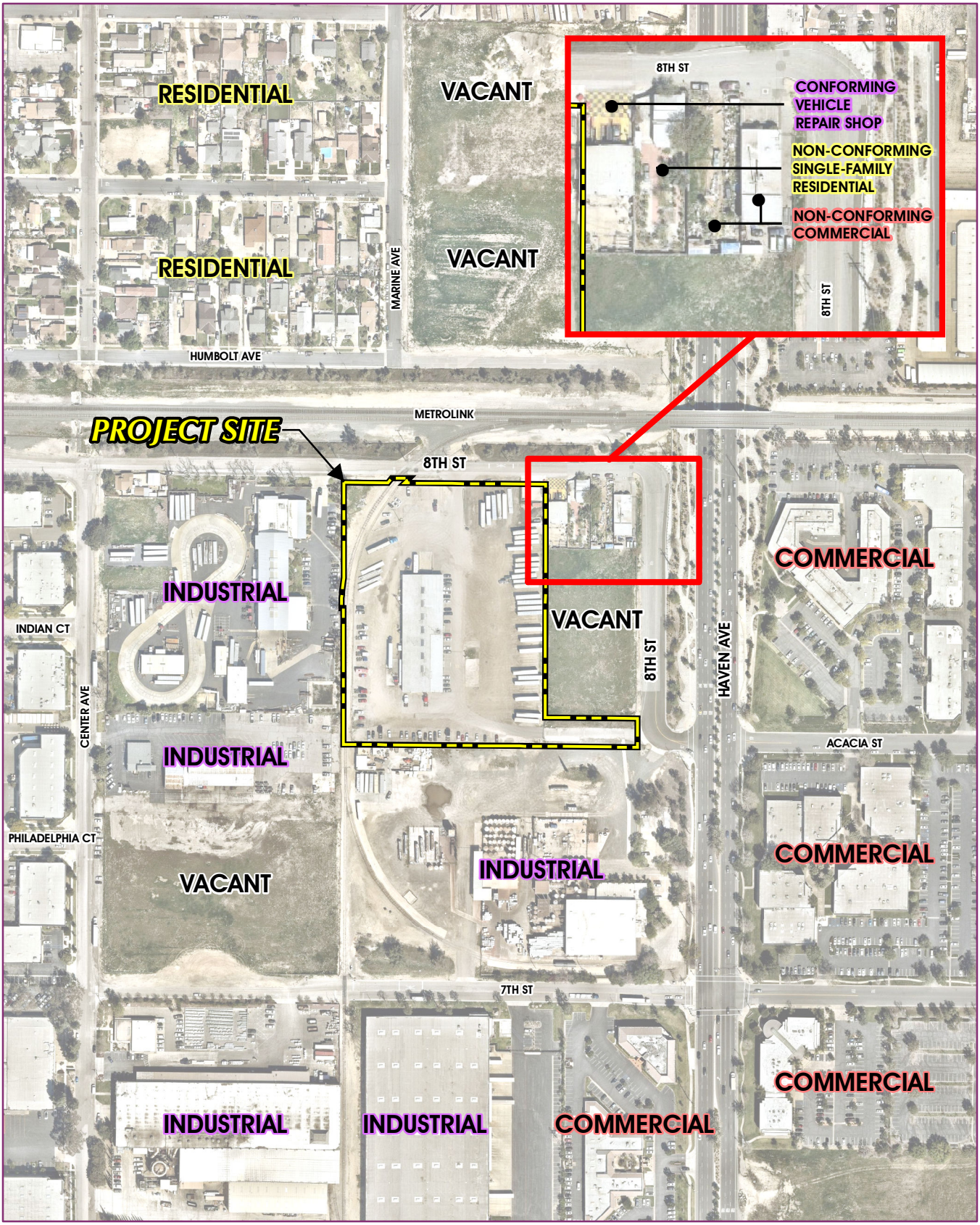


Source(s): ESRI, SB County (2018)

0 1,000 2,000 4,000 Feet

Figure 2-2

VICINITY MAP



Source(s): ESRI, SB County (2018), Nearmap (March 2018)

0 75 150 300 Feet

Figure 2-3

SURROUNDING LAND USES AND DEVELOPMENT

2.2 Existing Site Characteristics

Pursuant to CEQA Guidelines § 15125, the physical environmental condition for purposes of establishing the setting of an MND is normally the environment as it existed at the time the Lead Agency commenced the environmental analysis for the project. The Project's Development Review application was filed with the City of Rancho Cucamonga in June 2018 and the environmental review commenced at that time. As such, the environmental baseline for the Project is established as approximately June 2018 and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. Topics are presented on the following pages in no particular order of importance.

2.2.1 Land Use

Figure 2-4, *Aerial Photograph*, illustrates the existing conditions at the Project site. Under existing conditions, the Project site is fully disturbed and developed with an approximately 20,000 square-foot (s.f.) warehouse that is used for trucking operations. The majority of the Project site is asphalt-paved and used for passenger car and truck trailer parking and staging. As shown on Figure 2-4, a railway spur enters the northwest portion of the Project site and traverses the Project site along its western boundary. The railway spur is located within a railway easement and the railway spur would not be developed or impacted by the Project. The railway spur is active and currently serves BASF Corporation, located immediately south of the Project site. In addition, a Metropolitan Water District (MWD) easement runs along the southern boundary of the Project site. The Project Applicant only proposes to construct parking spaces and/or drive aisles within the MWD easement, which are permissible within an MWD easement.

2.2.2 Aesthetic and Topography

The Project site is nearly flat with a topographic high point of approximately 1,105 feet above mean sea level (amsl) along the site's northern boundary and a topographic low point of approximately 1,096 amsl along the site's southern boundary.

The Project site's aesthetic character is primarily characterized by an active trucking operation with no discernible scenic resources or unique elements of visual quality. The majority of the Project site is asphalt-paved with the exception of the northwest corner and westernmost boundary of the Project site which remain unpaved, contains minimal vegetation, and contains a railway spur. The perimeter of the Project site is lined with chain-link fencing. Additionally, two (2) poles supporting overhead electricity transmission lines are located within the western portion of the Project site parallel to the warehouse. The existing aesthetic conditions of the Project site are illustrated on Figure 2-5 through Figure 2-8 (note: photographs may appear distorted due to the digital "stitching" process required to produce wide-angled panoramas).

2.2.3 Site Access, Circulation, and Traffic

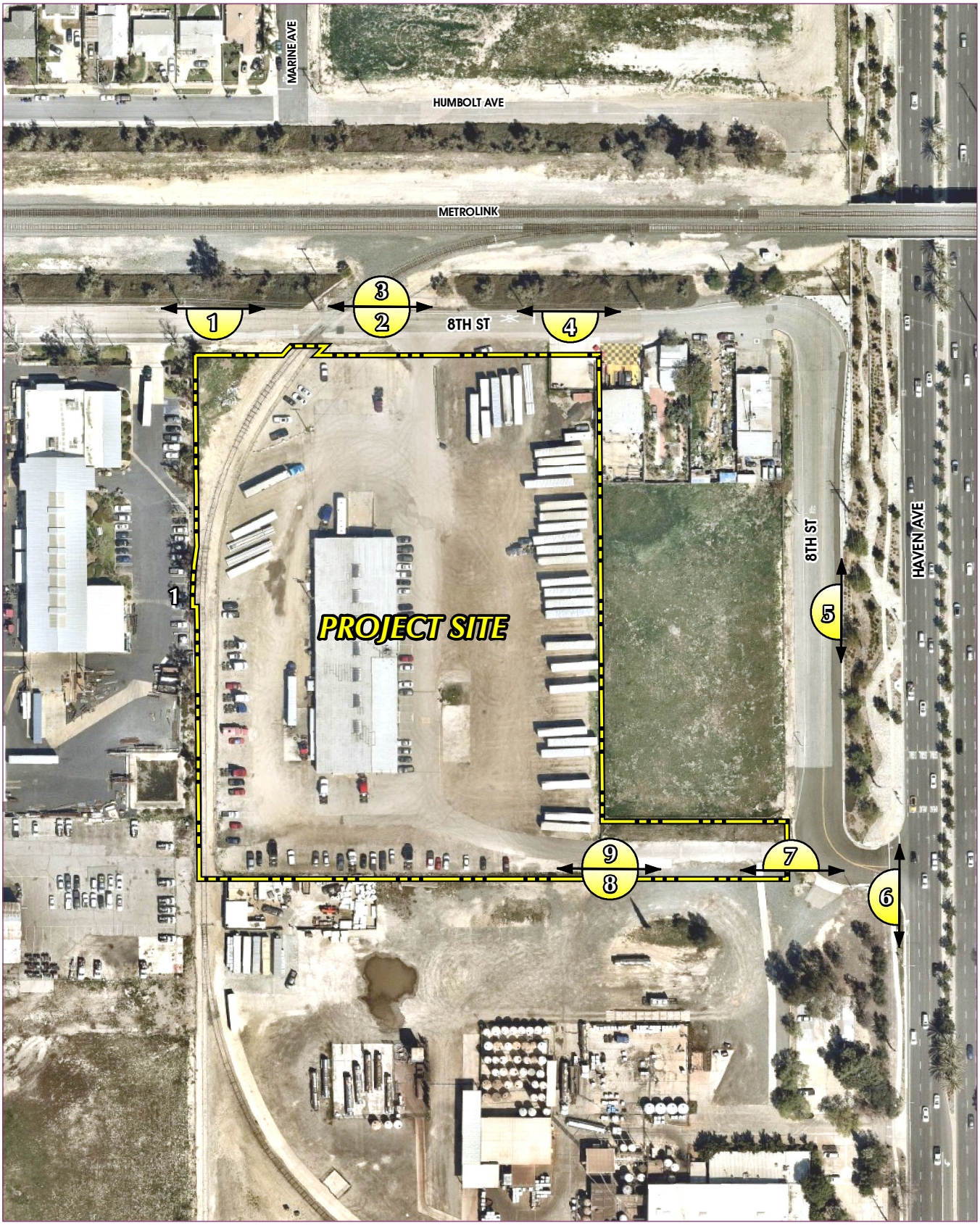
The Project site abuts 8th Street, an east-west oriented roadway, to the north, and Haven Avenue, a north-south oriented roadway, to the east. 8th Street is also located east of the Project site where it curves to a north-south oriented roadway and connects to Haven Avenue. As shown on Figure 2-4, Project site access is provided by 8th Street via an existing driveway (to be improved) located at the northern boundary of the site, which would allow for passenger vehicle access only, and by Haven Avenue (via a proposed drive aisle located at the southeast corner of the site, which would allow for full passenger vehicle and truck access).

Source(s): ESRI, SB County (2018), Nearmap (March 2018)

0 37.5 75 150 Feet

Figure 2-4

AERIAL PHOTOGRAPH



Source(s): ESRI, SB County (2018), Nearmap (March 2018)

Figure 2-5

0 37.5 75 150 Feet

SITE PHOTOGRAPH KEY MAP

East

West

Site Photograph 1: From 8th Street looking east to west.

East

West

Site Photograph 2: From 8th Street looking east to west.

West

East

Site Photograph 3: From 8th Street looking west to east.

Figure 2-6

NOT TO SCALE

SITE PHOTOGRAPHS 1-3

East

West

Site Photograph 4: From 8th Street looking east to west.

South

North

Site Photograph 5: From 8th Street looking south to north.

South

North

Site Photograph 6: From the intersection of Haven Avenue and 8th Street looking south to north.

Figure 2-7

NOT TO SCALE

SITE PHOTOGRAPHS 4-6

West

East

Site Photograph 7: From 8th Street looking west to east.

East

West

Site Photograph 8: From 8th Street looking east to west.

West

East

Site Photograph 9: From 8th Street looking west to east.

Figure 2-8

NOT TO SCALE

SITE PHOTOGRAPHS 7-9

The Project site is located approximately 1.5 miles north of Interstate 10 (I-10), an east-west oriented freeway facility, and approximately 1.8 miles west of Interstate 15 (I-15), a north-south oriented freeway facility. Both the I-10 and I-15 are part of the state highway system operated by the California Department of Transportation (CalTrans).

Under existing conditions, the on-site trucking operation contributes a total of 307 daily vehicle trips to the local roadway network, 164 of which are attributed to passenger car vehicles and 143 are attributed to truck trips (Urban Crossroads, 2018b).

Two (2) Omnitrans bus stops are located along Haven Avenue that are within walking distance from the Project site. One bus stop is located at the corner of Haven Avenue and Acacia Street, approximately 0.04-mile east of the Project site, and the second bus stop is located at the corner of Haven Avenue and 7th Street, approximately 0.11-mile southeast of the Project site.

In addition, Metrolink and BNSF freight railroad lines are located immediately north of 8th Street. As shown on Figure 2-4, a railway spur enters the northwest portion of the Project site and traverses the Project site along its western boundary. The railway spur is located within a railway easement and the railway spur would not be developed or impacted by the Project. The railway spur is active and currently serves BASF Corporation, located immediately south of the Project site.

2.2.4 Air Quality and Climate

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County Line to the south. The SCAB is within the jurisdiction of South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and state air quality standards. The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind.

In the Project region, the SCAB does not attain federal and State air quality standards for ozone (O_3) and State standards for particulate matter (PM_{10} and $PM_{2.5}$). Local air quality in the vicinity of the Project site has exceeded air quality standards for one-hour and eight-hour ozone concentrations and particulate matter concentrations within the last three years, as recorded at the nearest air monitoring station to the Project site (Northwest San Bernardino Valley monitoring station) (Urban Crossroads, 2018a, p. 13). Refer to Table 2-3 in the Project's air quality report (refer to *Technical Appendix A*) for a summary of air quality conditions in the vicinity of the Project site within the last three years.

Air pollution contributes to human health concerns. The SCAQMD conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, titled "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV)," shows that the Project area has an ambient carcinogenic risk of 1028.95 in one million persons (SCAQMD, 2015). Information about specific air pollutants and their specific

effects on human health are contained in the Air Quality Impact Analysis and Mobile Health Risk Assessment provided as *Technical Appendix A* and *Technical Appendix B*, respectively, to this MND.

2.2.5 Geology

There are no known active or potentially active earthquake faults on the Project site or in the immediate area, and the Project site is not located within an "Alquist-Priolo" Special Studies Zone (City of Rancho Cucamonga, 2010, pp. PS-13). The closest fault to the Project site is the Red Hill Fault located approximately 2.7 miles north. Similar to other properties throughout Southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events. According to the City's General Plan Public Safety Element, the Project site is not located in an area with the potential for landslides or liquefaction.

2.2.6 Hydrology

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately 40 miles east of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before discharging into the Pacific Ocean.

According to the Federal Emergency Management Agency (FEMA) Food Insurance Rate Map (FIRM) No. 06071C8629H, the Project site is located within the "Flood Zone X (unshaded)", which corresponds with areas of minimal flood hazard (i.e., less than 0.2-percent annual chance of flood). (FEMA, n.d.)

Under existing conditions, storm water that originates on the Project site and from 8th Street sheet flows southerly to the property immediately south of the Project site. An existing 42-inch-diameter storm drain is located beneath Haven Avenue and is designed to accept flows from the Project site under 50-year storm conditions (Thienes Engineering, Inc., 2018b).

2.2.7 Noise

The primary source of noise in the Project site vicinity includes vehicle noise along 8th Street and Haven Avenue and transit noise along the Metrolink and freight railroads. Based on 24-hour noise measurements collected from Urban Crossroads on March 28th, 2018, hourly noise levels in the area range between 61.5 decibels CNEL and 72.6 CNEL (Urban Crossroads, 2018d, p. 33).

2.2.8 Utilities and Service Systems

The Project site is located in the service area of the Cucamonga Valley Water District (CVWD). The CVWD serves portions of the cities of Rancho Cucamonga, Upland, Ontario, Fontana, and some unincorporated areas of San Bernardino County. CVWD's water supply is mostly obtained from two (2) sources: 1) imported water from the MWD and 2) groundwater from the Chino and Cucamonga Basins. Other sources include local surface and sub-surface water flows and recycled water (City of Rancho Cucamonga, 2010 , p. RC-15).

Wastewater flows generated within the Project area are processed by the CVWD and the Inland Empire Utilities Agency (IEUA). CVWD oversees the facilities and infrastructure that transport wastewater to treatment plants

that are operated by the IEUA. Wastewater generated within the Project area is treated at IEUA Regional Water Recycling Plant No. 1 (RP-1) and RP-4.

Solid waste collection and transport within the Project area is handled by privately contracted firms that haul materials to several regional landfills and materials to recycling facilities (City of Rancho Cucamonga, 2010, p. PF-22). Solid waste generated from the Project site is hauled to the Mid-Valley Landfill and Olinda Alpha Landfill.

2.3 Planning Context

2.3.1 General Plan & Zoning Designations

The prevailing planning documents for the Project site and its surrounding area is the City of Rancho Cucamonga General Plan.

The City of Rancho Cucamonga designates the Project site for Industrial Park land uses as shown in Figure 2-9, *Existing General Plan Designations*. The Industrial Park land use designation is intended for light industrial, research and development businesses, green technology, and general and medical office uses, with a floor area ratio (FAR) maximum FAR of 0.60. The Industrial Park land use designation also allows for limited convenience goods and services for employee and visitors. (City of Rancho Cucamonga, 2010, pp. LU-17) Additionally, the "Haven Avenue Office" overlay is located immediately east of the project site and overlays the proposed drive aisle located in the southeast portion of the Project site. The Haven Avenue Office Overlay intends to provide areas for intensive, high-quality office development (City of Rancho Cucamonga, 2010, pp. LU-20).

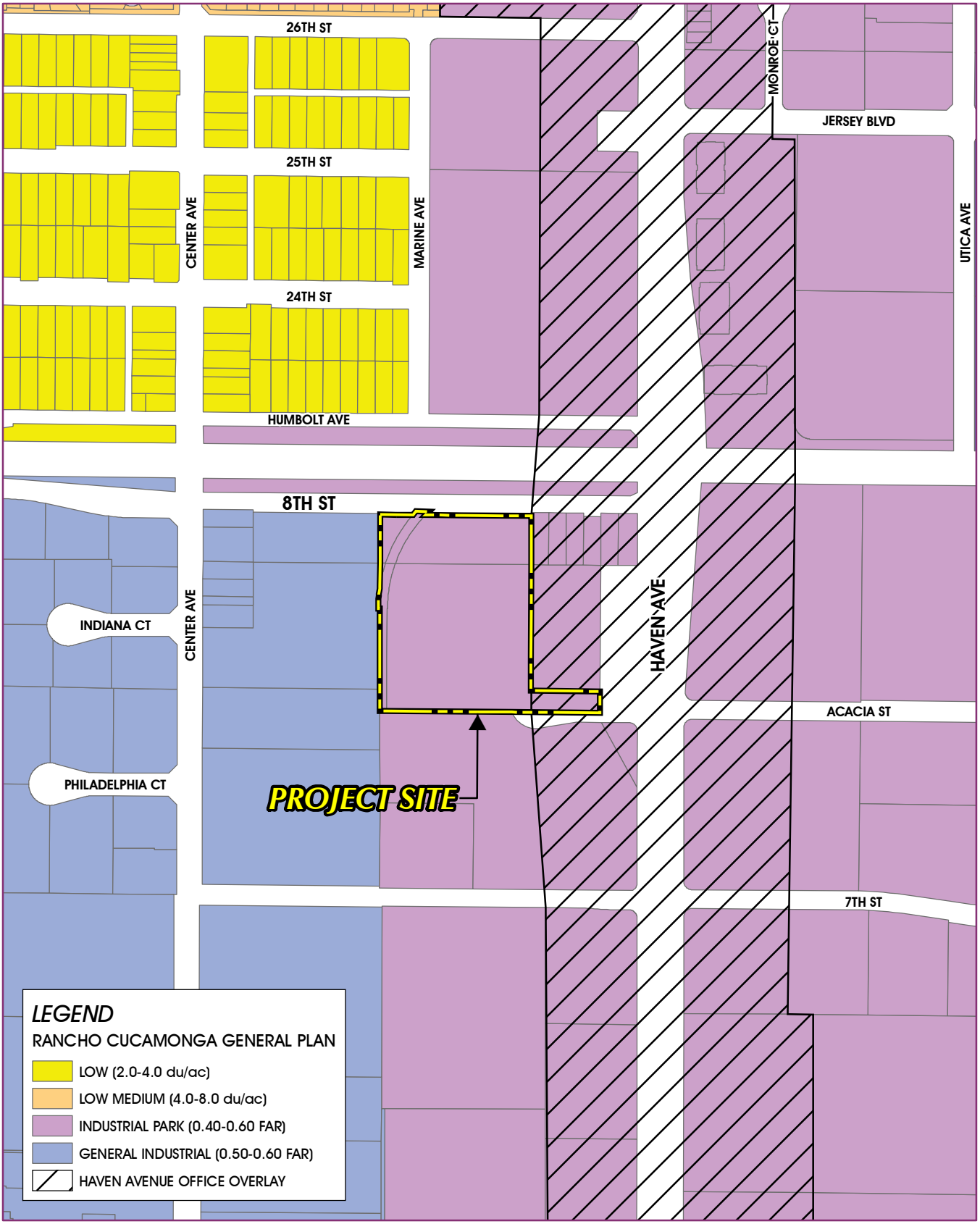
According to the City's Zoning Map, the Project site is located in an area zoned as Industrial Park (IP) (see Figure 2-10, *Existing Zoning Classifications*). The IP zoning designation permits the proposed Project's warehouse uses. The IP designation allows light industrial uses, office and administration facilities, research and development laboratories, and limited types of warehousing, as well as support businesses and commercial service uses. Refer to the City's Municipal Code § 17.36.040 for *Development Standards for Industrial Districts* for more information on specific development regulations and design standards that apply to the Project site. (City of Rancho Cucamonga, 2018)

2.3.2 San Bernardino Council of Governments / San Bernardino County Transportation Authority

The San Bernardino Council of Governments (SBCOG) and San Bernardino County Transportation Authority (SBCTA) are responsible for regional planning throughout San Bernardino County and fostering an efficient, countywide multi-modal transportation system. SBCOG and SBCTA support freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. (SBCOG, n.d.)

2.3.3 Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region

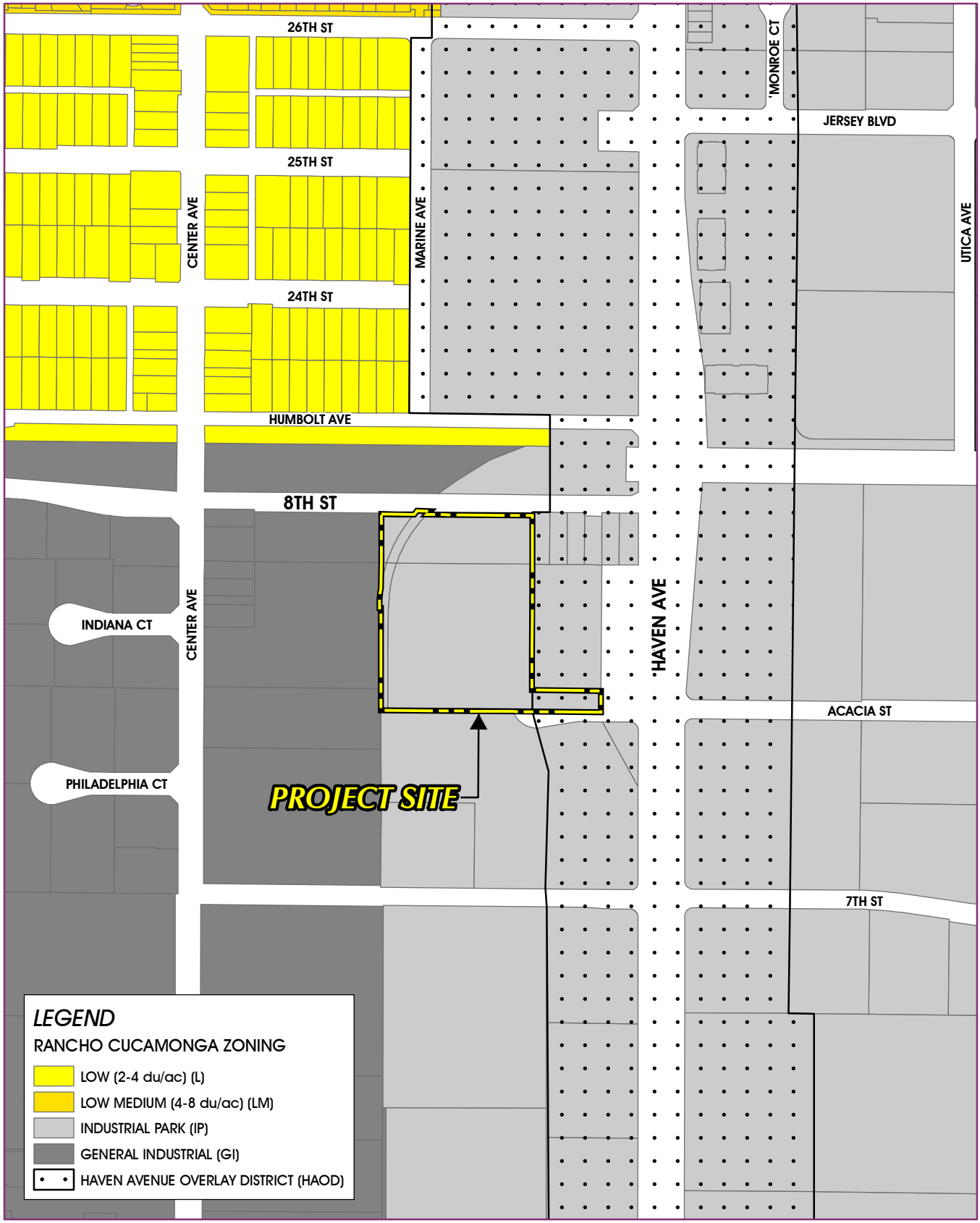


Source(s): Rancho Cucamonga (July 2012), SB County (2018)

0 100 200 400 Feet

Figure 2-9

EXISTING GENERAL PLAN DESIGNATIONS



Source(s): Rancho Cucamonga (July 2012), SB County (2018)

0 100 200 400 Feet

Figure 2-10

EXISTING ZONING CLASSIFICATIONS

encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region (SCAG, n.d.).

As an MPO and public agency, SCAG develops transportation and housing plans that transcend jurisdictional boundaries that affect the quality of life for Southern Californian as a whole. SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes a chapter titled "Goods Movement" that is applicable to the Project because the Project proposes an industrial building in the SCAG region that could provide for a variety of light industrial, distribution warehousing, and logistics tenants. The Goods Movement chapter states that the SCAG region hosts one of the largest clusters of logistics activity in North America. Logistics activities, and the jobs that accompany them, depend on a network of warehousing and distribution facilities, highway and rail connections, and intermodal rail yards. To that end, the Goods Movement Appendix of the RTP/SCS sets forth regional strategies to achieve an efficient movement of goods.

According to SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy, the SCAG region has a large demand for warehouse space and the demand will continue into the foreseeable future, resulting in a large unmet demand by the year 2035 (SCAG, 2012, pp. 4-39 and 4-40).

2.3.4 Ontario International Airport Land Use Compatibility Plan

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) promotes compatibility between ONT and the land uses that surround it to avoid future compatibility conflicts rather than mitigate existing incompatibilities. The Project site is located within the ONT Airport Influence Area (AIA) and is subject to the ONT ALUCP. Within the City of Rancho Cucamonga jurisdiction, the ONT ALUCP Airspace Protection policy (e.g., land use features hazardous to in-flight aircraft) and Overflight policy (e.g., notify people about the presence of near airports) are applicable to the Project site. (City of Ontario, 2011, p. 2-4, Exhibit 2A)

3.0 Project Description

3.1 Proposed Design Review Application

3.1.1 Design Review

The Project Applicant submitted a Design Review application to the City of Rancho Cucamonga in June 2018, which if approved would authorize redevelopment of the Project site. The Project Applicant proposes to demolish the existing approximately 20,000 s.f., 25-foot tall building on-site and redevelop the property with one approximately 120,628 s.f., approximately 40-foot tall warehouse building consisting of approximately 112,897 s.f. of warehouse floor area, approximately 7,731 s.f. of office space, and 12 dock doors. The Project would have a total floor area ratio (FAR) of approximately 52.6%. Site improvements associated with the Project include parking and loading areas, two (2) underground infiltration basins, public utility connections, ornamental landscaping, signage, and exterior lighting. Access to and from the Project site would be provided via one driveway along 8th Street (located at the northeast corner of the Project site) and one drive aisle access at the southeastern corner of the Project site, extending to the intersection of 8th Street and Haven Avenue.

A. *Parking and Loading*

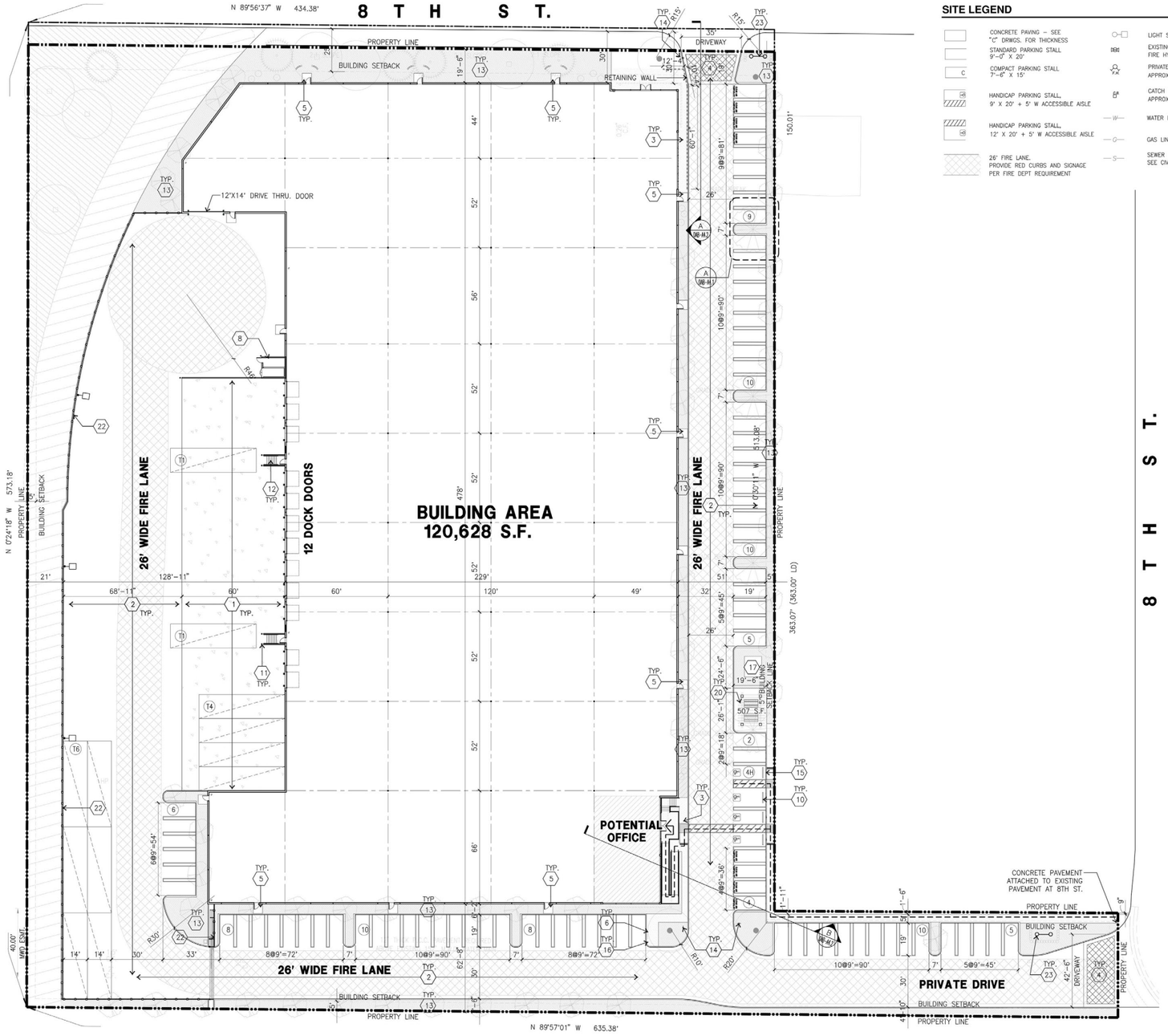
As shown on Figure 3-1, *Conceptual Site Plan,* the Project would provide a 79 passenger vehicle parking stalls (including 3 handicap-accessible and 1 van accessible stalls), 12 truck trailer stalls, and bike racks for up to 25 bicycles. In addition, 12 truck-loading/unloading dock doors would be positioned on the west side of the building. In accordance with the California Building Standards Code, Title 24 (CalGreen), the Project would provide 3 clean air vehicle spaces and up to 5 electric vehicle supply equipment (EVSE) charging stalls. (CBSC, 2016, pp. 34-35)

B. *Architecture, Walls, and Fences*

The warehouse building would be constructed to an approximate height of 40 feet measured from finished grade to the top of the parapets. As shown on Figure 3-2, *Conceptual Architectural Elevations*, the building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions, and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of tan, gray, white, and blue. An eight-foot-tall, black, wrought iron fence would be located along the western and southern boundaries of the Project site to enclose the truck court and loading dock area. The fence along the western boundary of the Project site would also serve as a safety precaution to prevent visitors and/or employees on-site from traversing into the pathway of the on-site rail spur. No walls or fences are proposed along the northern or eastern boundaries of the Project site.

C. *Conceptual Landscape Plan*

The proposed landscaping would be ornamental in nature and is depicted on Figure 3-3, *Conceptual Landscape Plan.* Landscaping would feature a variety of drought-tolerant trees, shrubs, accent succulents and ornamental grasses, and groundcovers. Plant materials would be concentrated along the Project site's frontage with 8th Street, at building entries, along the Project site's southern and eastern boundaries, and within the passenger vehicle parking lots. The Project's planting and irrigation plans are required to comply with Chapter 17.56 (Landscaping Standards) of the City of Rancho Cucamonga's Municipal Code, which establishes requirements for landscape design, irrigation system design, and water-use efficiency.



SITE LEGEND

- CONCRETE PAVING – SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9'–0" X 20'
- COMPACT PARKING STALL 7'–6" X 15'
- HANDICAP PARKING STALL, 9' X 20' + 5' W ACCESSIBLE AISLE
- HANDICAP PARKING STALL, 12' X 20' + 5' W ACCESSIBLE AISLE
- 26' FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT
- LIGHT STANDARD
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- CATCH BASIN APPROX. LOCATION
- WATER LINE – SEE CIVIL
- GAS LINE – SEE CIVIL
- SEWER LATERAL SEE CIVIL

APPLICANT

DUKE REALTY LIMITED PARTNERSHIP
200 SPECTRUM CENTER DRIVE, SUITE 1600
IRVINE, CA 92618
D: 949–797–7038
F: 949–797–7080
CONTACT: ADAM SCHMID

APPLICANT REPRESENTATIVE

18831 BARDEEN AVE, SUITE #100
IRVINE, CA 92612
HPA, INC.
TEL: (949) 862–2132
CONTACT: STEVE HONG

ADDRESS OF THE PROPERTY

8978 HAVEN AVE., RANCHO CUCAMONGA

ASSESSOR'S PARCEL NUMBER

0209–242–08, 0209–242–11

ZONING

INDUSTRIAL PARK

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREON IS SITUATED IN THE CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 2 OF TRACT NO. 2203, AS PER PLAT RECORDED IN BOOK 34 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM ALL THAT PORTION FO SAID LOT 2 LYING SOUTH OF A LINE DRAWN PARALLEL WITH AND DISTANT 575 FEET SOUTHERLY OF THE SOUTH LINE OF HUMBOLT AVENE (8TH STREET).

ALSO EXCEPTING THEREFROM ALL THAT PORTION OF SAID LOT 2 LYING WEST OF A LINE DRAWN PARALLEL WITH AND DISTANT 510 FEET EAST OF THE EAST LINE OF CENTER AVENUE.

ALSO EXCEPTING THEREFROM ALL THAT PORTION OF SAID LOT 2 DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST EASTERLY NORTHEAST CORNER OF SAID LOT, SAID CORNER BEING ON THE WEST LINE OF HAVEN AVENUE AND 150 FEET SOUTH OF THE INTERSECTION OF THE WEST LINE OF HAVEN AVENUE AND THE SOUTH LINE OF HUMBOLT AVENUE; THENCE NORTH 89° 52' WEST ALONG THE NORTH LINE OF SAID LOT, SAID LINE BEING ALSO THE SOUTH LINE OF LOTS 1, 3, 5, 7, 9, AND 11, BLOCK 65, NORTH CUCAMONGA TOWNSITE, 305.7 FEET; THENCE SOUTHERLY AND PARALLEL TO THE EASTERLY LINE OF SAID LOT 2, A DISTANCE OF 363 FEET; THENCE EASTERLY AND PARALLEL TO THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 305.7 FEET, TO THE ESAT LINE OF SAID LOT 2; THENCE NORTH ALONG SAID EASTERLY LINE 363 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF RANCHO CUCAMONGA RECORDED NOVEMBER 1, 2006 AS INSTRUMENT NO. 2006–0744397, OF OFFICIAL RECORDS.

APN: 0209–242–08–0–000 (AFFECTS PORTION OF LOT 2)
0209–251–11–0–000 (AFFECTS PORTION OF LOT 2)

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT,
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, TEXTURED CONCRETE PER CITY REQUIREMENTS.
4. ENHANCED DECORATIVE DRIVEWAY (STAMPED CONCRETE).
5. 5'–6"X5'–6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. BIKE RACK, SEE L/DAB–4.1 FOR DETAIL.
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX–PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. TRASH ENCLOSURE
9. EXTERIOR PARKING LIGHT POLE.
10. PRE–CAST CONC. WHEEL STOP
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
12. EXTERIOR CONC. STAIR.
13. LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN
15. HANDICAPPED PARKING STALL SIGN
16. SMOKING AREA.
17. APPROXIMATE LOCATION OF THE TRANSFORMER AND GENERATOR
18. ELECTRICAL ROOM
19. CONCRETE SIDEWALK. SEE CIVIL PLAN.
20. EMPLOYEE BREAK AREA WITH SHADE.
21. DESIGNATED SMOKING AREA
22. 8' H WROUGHT IRON FENCE
23. APPROXIMATE LOCATION OF FDC AND DDC PAINTED GREEN WITH LANDSCAPE SCREEN.

SITE PLAN GENERAL NOTES

1. NOT USED
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET A0.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF–SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. NOT USED
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

TABULATION

NET SITE AREA	
Net site in s.f.	255,687 s.f.
Net site in acres	5.87 ac
**"Net area after 13' right -of-w ay dedication to City of Rancho Cucamonga along northern property line for 8th Street"	
BUILDING AREA	
Office - 1st floor	3,000 s.f.
Office - 2nd floor	4,731 s.f.
Warehouse	112,897 s.f.
TOTAL	120,628 s.f.
COVERAGE (based on net area)	47.2%
AUTO PARKING REQUIRED	
Office: 1/250 s.f.	31 stalls
Whse: 1st 20K @ 1/1,000 s.f.	20 stalls
2nd 20K @ 1/2,000 s.f.	10 stalls
above 40K @ 1/4,000 s.f.	18 stalls
TOTAL	79 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	79 stalls
Clean Air/ Vanpool/ EV (9' x 19')	8 stalls
Accessible (9' x 19')	3 stalls
Van Accessible (12' x 19')	1 stalls
TOTAL	91 stalls
TRAILER PARKING REQUIRED	
1 per dock door	12 stalls
TRAILER PARKING PROVIDED	
Trailer (14' x 50')	12 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Industrial Park	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 75'	
MAXIMUM FLOOR AREA RATIO	
FAR - 40--60%	

SETBACKS

Building	Landscape/parking
8th St. - 25'	15'
Acacia St. - 25'	15'
Side - 5'	
Rear - 0'	

* Building exceeding 35' high shall be set an additional 1' from the front setback for 1' of height up to a maximum setback of 70'.
* Setback measure from ultimate face of curb.

LANDSCAPE REQUIREMENT

	In s.f.	Percentage
GI -	867	10%
IP -	33,268	15%
TOTAL	34,135	

LANDSCAPE PROVIDED

	In s.f.	Percentage
GI -	8,669	100.0%
IP -	26,406	11.9%
TOTAL	35,075	13.7%

BICYCLE PARKING
REQUIRED– 4 STALLS (5% OF TOTAL PARKING)
PROVIDED– 9 STALLS (11% OF TOTAL PARKING)

LANDSCAPE CALCULATION

REQUIRED

8TH STREET (25' AVERAGE):

94'–7" + 252'–1" + 19'–4" = 366'

366'–0" X 25'–0" = 9,150 SQ.FT.

PROVIDED

8TH STREET:

11,439 SQ.FT.

LANDSCAPE IN PARKING LOT AREA

3,565 S.F. – 1% OF SITE AREA

Source(s): HPA Architecture (December 2018)

NOT TO SCALE

Figure 3-1

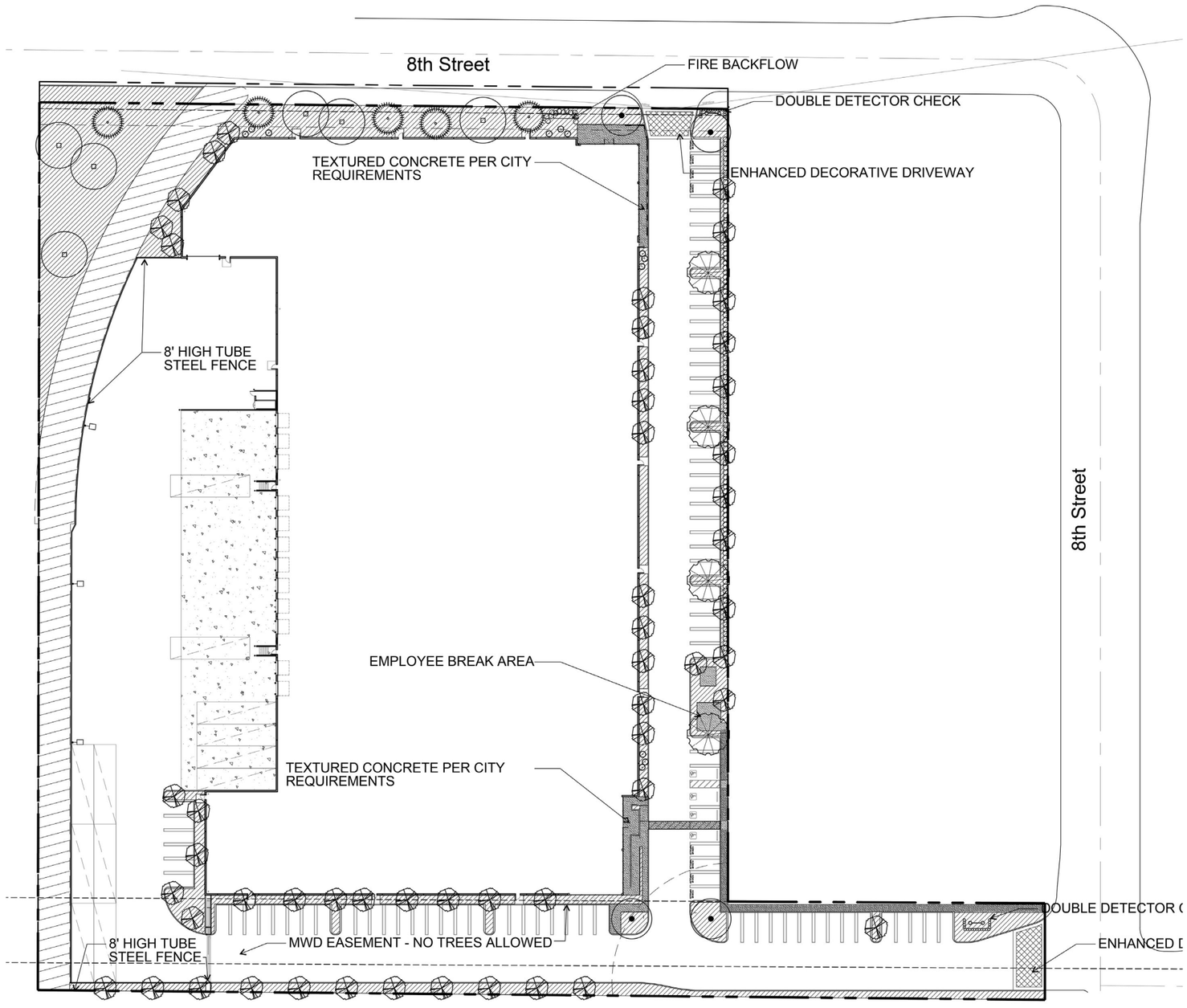
CONCEPTUAL SITE PLAN

Source(s): HPA Architecture (10-31-2018)

NOT TO SCALE

Figure 3-2

CONCEPTUAL ARCHITECTURAL ELEVATIONS



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Ceroidium 'Desert Museum' Blue Palo Verde	24" Box	4	L	Entry
	Chilopsis linearis Desert Willow	24" Box	5	L	Flowering Accent
	Chitalpa tashkentensis Chitalpa	24" Box	4	L	Parking Lot Shade
	Cupressus sempervirens Italian Cypress	24" Box	12	M	Vertical Accent
	Rhus lancea African Sumac	24" Box	6	L	Standard Screen
	Tristania conferta Brisbane Box	15 Gal	53	M	Vertical Screen

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Acanthus mollis Bear's Breech	5 Gal	0	M	
	Acca sellowiana Pineapple Gauva	5 Gal	0	M	
	Buxus j. Green Beauty' Japanese Boxwood	5 Gal	0	M	Hedge
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	
	Carissa macrocarpa 'Tuttle' Natal Plum	5 Gal	0	M	
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	0	M	
	Dianella 'Little Rev' Dwarf Dianella	5 Gal	0	M	
	Dianella tasmanica Dianella	5 Gal	0	M	
	Dietes bicolor Fortnight Lily	5 Gal	0	M	
	Dodonaea viscosa 'Purpurea' Hopseed Bush	5 Gal	0	M	
	Elaeagnus pungens Silverberry	5 Gal	0	L	
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	
	Pittosporum tobira 'Variegata' Variegated Mock Orange	5 Gal	0	M	Hedge
	Pittosporum t. 'Wheeleri' Wheeler's Dwarf	5 Gal	0	M	
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	0	M	Hedge
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	0	M	Hedge
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	0	L	
	Salvia greggii Autumn Sage	5 Gal	0	L	
	Salvia leucantha Mexican Sage	5 Gal	0	L	
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	
	Xylosma congestum Shiny Xylosma	5 Gal	0	M	Hedge

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	0	L	
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	0	L	
	Agave victoria-reginae Agave	5 Gal	0	L	
	Aloe maculata Soap Aloe	5 Gal	0	L	
	Aloe petricola Stone Aloe	1 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Dasylerion wheeleri Desert Spoon	5 Gal	0	L	
	Echeveria 'Ruffles' Ruffles Echeveria	5 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	
	Lantana 'Gold Mound' Yellow Lantana	5 Gal	0	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Liriope gigantea Big Blue Lily Turf	1 Gal	24" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	L	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Pennisetum orientale Oriental Fountain Grass	1 Gal	30" O.C.	L	Grass
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M	Grass
	Trachelospermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	
	Tulbaghia violacea Society Garlic	1 Gal	24" O.C.	M	

WATER EFFICIENT LANDSCAPE WORKSHEET

Reference Evapotranspiration Rate (Eto): 55.1

Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area	ETAF x Area	Estimated Total Water Use (ETWU) Gallons per Year	Estimated Total Water Use (ETWU) Acre Feet per Year
Regular Landscape Areas Potable Water								
Hydrozone 2	0.3	Drip	0.9	0.33	14,361	4,787	132,462	0.41
Hydrozone 2	0.3	Rotary	0.75	0.40	14,361	5,744	58,872	0.18
Hydrozone 4	0.2	Rotary	0.75	0.3	-	-	-	0.00
Hydrozone 6	0.1	Bubbler	0.85	0.12	-	-	-	0.00
				Totals	**28,722**	**10,531**		
						ETWU Total	191,334	0.59
						Maximum Allowed Water Allowance (MAWA)	441,540	1.36
Special Landscape Areas Recycled Water								
Hydrozone 2	[redacted]			1	-	-	-	0.00
Hydrozone 2				1	-	-	-	0.00
Hydrozone 4				1	-	-	-	0.00
Hydrozone 6				1	-	-	-	0.00
				Totals	**-**	**-**		
						ETWU Total	-	0.00
						Maximum Allowed Water Allowance (MAWA)	-	0.00

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	10,531
Total Area	28,722
Average ETAF	**0.366667**

All Landscape Areas

Total ETAF x Area	10,531
Total Area	28,722
Sitewide ETAF	**0.366667**

Irrigation Efficiency

Drip Irrigation	0.81
Overhead Spray	0.75
Rotors	0.75

Source(s): HPA Architecture (12-18-2018)

NOT TO SCALE

Figure 3-3

CONCEPTUAL LANDSCAPE PLAN

3.2 Project Technical Characteristics

3.2.1 Project Improvements

A. *Public Roadway Dedications and Improvements*

The existing public roadways servicing and abutting the Project site are 8th Street and Haven Avenue.

Under existing conditions, 8th Street is partially developed along the Project site's northern frontage, with two vehicular travel lanes (one lane in each direction). The Project would improve the southern side of 8th Street along the Project site frontage to its ultimate half-width by installing a curb-adjacent sidewalk. Required improvements for 8th Street would include pavement infill, curb and gutter, a new driveway, striping and parkway improvements. Parkway improvements would include sidewalks, landscaping and irrigation, street lighting, signage, and a fire hydrant. Development of the Project would provide drive aisle access at the southeastern corner of the Project site, extending to the intersection of 8th Street and Haven Avenue.

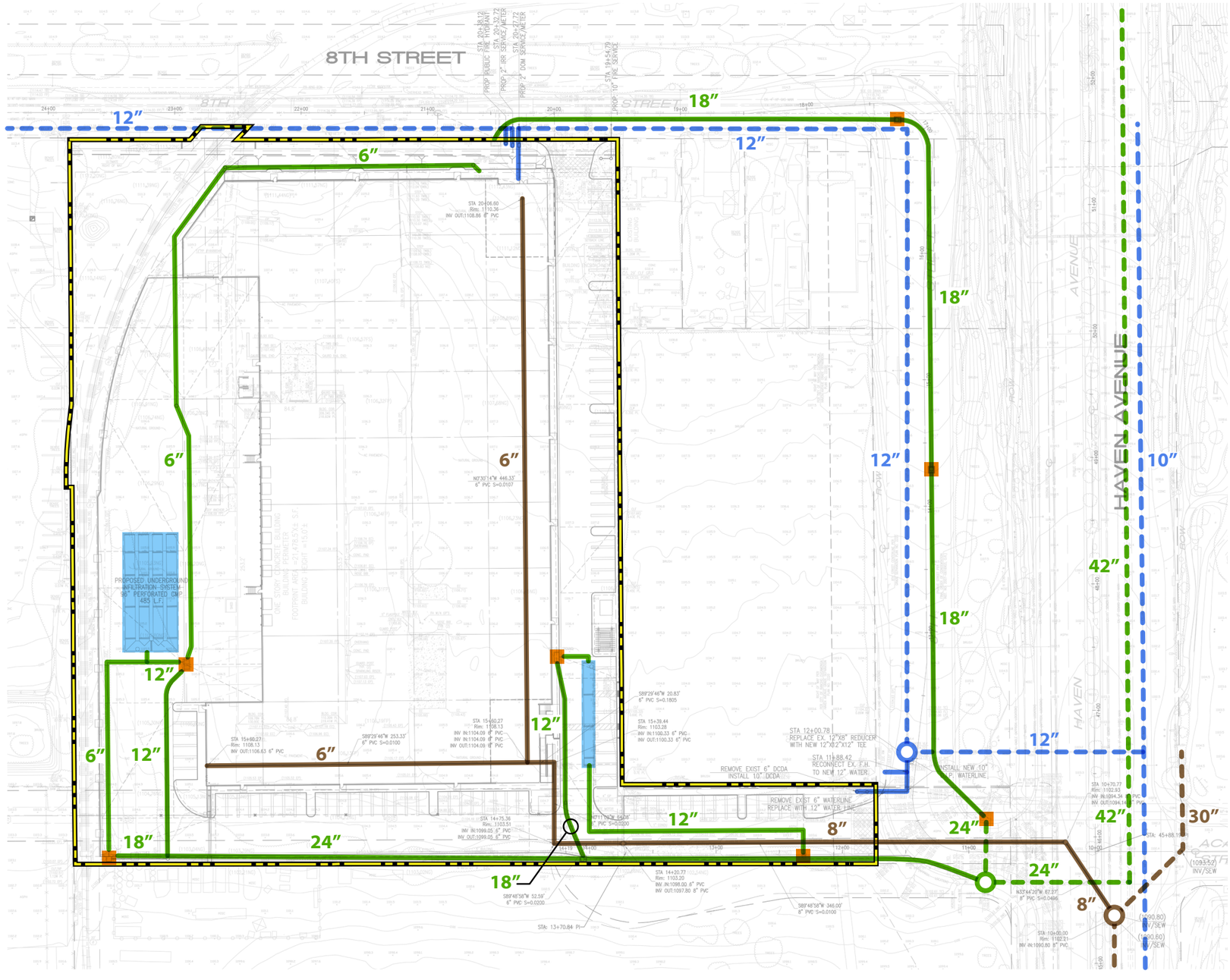
B. *Conceptual Drainage Plan*

The Project's stormwater drainage system is depicted on Figure 3-4, *Conceptual Utility Plan*. The Project's on-site stormwater drainage system would consist of catch basins, two (2) underground infiltration basins, and underground storm drain pipes. The system is designed to collect, treat, and temporarily detain stormwater runoff before discharging treated flows off-site. The proposed underground infiltration basin would facilitate percolation to maximize on-site infiltration and minimize off-site stormwater discharge. (Thienes Engineering, Inc., 2018b, n.p.)

"First flush" flows (i.e., initial runoff) from the southerly vehicle parking lot, warehouse building, the area north of the warehouse building, and the truck yard would be captured and diverted into an underground infiltration basin located beneath the western portion of the Project site. When the infiltration basin reaches capacity, stormwater originating from these areas would be conveyed easterly and discharge into an existing 24-inch diameter storm drain located beneath the intersection of 8th Street and Haven Avenue.

"First flush" flows from the easterly and southeasterly vehicle parking lots would be captured and diverted into an underground infiltration basin located beneath the southeastern portion of the Project site. When the infiltration basin reaches capacity, storm water originating from these areas would bypass the basin and would be conveyed easterly into the existing 24-inch diameter storm drain located beneath the intersection of 8th Street and Haven Avenue. (Thienes Engineering, Inc., 2018b, n.p.).

Runoff originating from the on-site, vacant land (west of the existing railroad tracks) would continue to sheet flow to the neighboring property in a southerly direction. This land is pervious and considered self-retaining and runoff would not be routed to an underground retention facility for treatment (Thienes Engineering, Inc., 2018a, p. 3-1). Off-site runoff originating from 8th Street would be captured via proposed catch basins along 8th Street and conveyed southeasterly toward the existing 24-inch diameter storm drain located beneath the intersection of 8th Street and Haven Avenue. (Thienes Engineering, Inc., 2018b, n.p.)



Source(s): Thienes Engineering, Inc. (12-14-2018)

NOT TO SCALE

Figure 3-4

CONCEPTUAL UTILITY PLAN

C. *Conceptual Grading Plan*

As shown on Figure 3-5, *Conceptual Grading Plan*, grading would occur over the entire Project site, with the exception of the northwest corner and western boundary, west of the railway spur, where no ground disturbance is proposed. Proposed earthwork and grading would occur in one phase and would result in approximately 10,330 cubic yards (c.y.) of cut and 10,330 c.y. of fill. No import or export of soil material would be required. Proposed grading would not create manufactured slopes. No off-site grading would occur.

D. *Conceptual Water and Wastewater Plan*

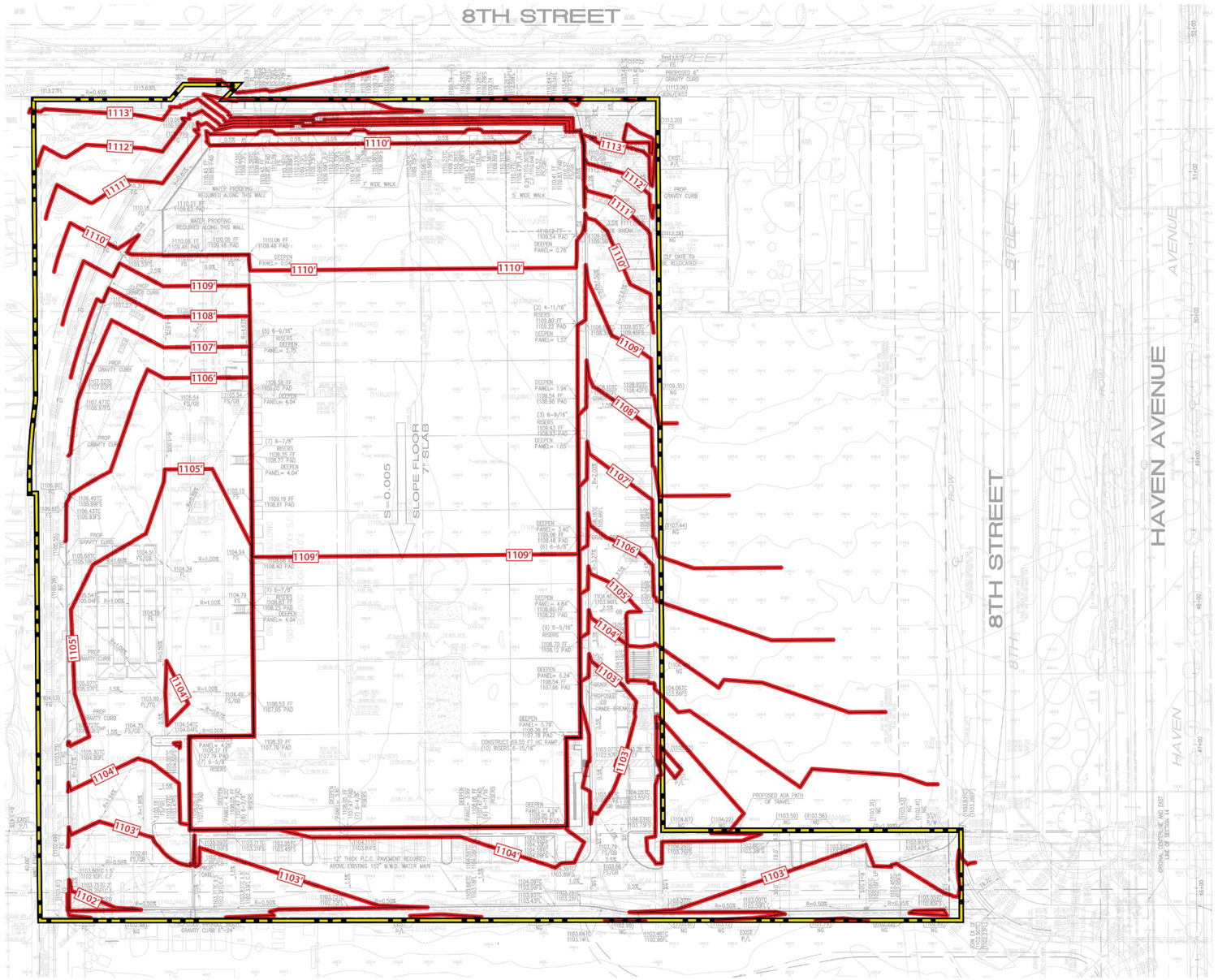
Water service would be provided to the Project by the Cucamonga Valley Water District (CVWD). Under pre-development conditions, water service is provided to the Project site via existing water lines beneath 8th Street and Haven Avenue (refer to Figure 3-4). To provide water service to the Project site, the Project would construct new connections to the existing 12-inch-diameter water line beneath 8th Street.

Wastewater conveyance and treatment services are provided to the Project site by the CVWD. As shown on Figure 3-4, a proposed sewer line would be located along the southern and eastern portion of the warehouse building and the southwest boundary of the Project site. The proposed sewer line would extend beneath 8th Street and connect to an existing 30-inch-diameter sewer line beneath Haven Avenue. All proposed wastewater facilities will be designed and constructed in accordance with CVWD standards.

3.2.2 Construction Characteristics

The proposed Project is expected be constructed over the course of approximately eight (8) months. Construction activities would commence with site preparation and the removal of the existing warehouse building and pavement on the Project site (Urban Crossroads, 2018a, p. 33). The Project site would require demolition of approximately 4,095 tons of debris that would consist of approximately 2,250 tons of asphalt/concrete, 925 tons of concrete, and 920 tons of sheet metal. Demolition debris would have a haul length of approximately 20 miles. After site preparation, the property would be graded, and underground infrastructure would be installed. Next, surface materials and concrete tilt-up walls would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, fine grading would occur and landscaping, fencing/walls, and other site improvements would be installed.

Construction equipment is expected to operate on the Project site eight hours per day, five days per week during the construction phase. Although the City's Noise Ordinance (Municipal Code § 17.66.050) allows construction activity to occur more than eight hours per day, the typical working hours for most construction contractors are 7 AM to 4 PM, and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction work day. Thus, eight hours of daily use per piece of equipment is a reasonable assumption, and likely overstates the actual amount of time that each piece of construction equipment will operate on a daily basis. The types and numbers of heavy equipment expected to be used during construction activities are summarized in Table 3-3 of the Project's Noise Impact Analysis (*Technical Appendix H*).



Source(s): Thienes Engineering, Inc. (12-14-2018)

NOT TO SCALE

Figure 3-5

CONCEPTUAL GRADING PLAN

3.2.3 Operational Characteristics

The proposed Project would provide a warehouse space that could primarily be used for manufacturing, research and development, production, maintenance, goods storage, or goods distribution. The future tenant is unknown at this time. It is anticipated that the Project would be operational in the year 2020. The building could be operational 24 hours per day, seven days per week. The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading, and unloading of tractor trailers at designated loading bays. Lighting would be subject to compliance with the City of Rancho Cucamonga Municipal Code §17.58.050 (General Lighting Requirements), which states that outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass. Under existing conditions, the Project site is occupied by TMT Industries which generates approximately 307 actual vehicle trips on a daily basis, including 164 passenger vehicle trips and 143 truck trips (Urban Crossroads, 2018b, p. 5). Under long-term operating conditions, the Project is calculated to generate approximately 210 actual vehicle trips on a daily basis[1], including 168 passenger vehicle trips and 42 truck trips (Urban Crossroads, 2018b, p. 4).

3.3 Standard Requirements and Conditions of Approvals

The proposed Project and its technical aspects have been reviewed in detail by the City of Rancho Cucamonga. Various City departments and divisions are responsible for reviewing land use applications for compliance with City codes and regulations. These departments and divisions also were responsible for reviewing this MND for technical accuracy and compliance with CEQA. The City of Rancho Cucamonga departments and divisions responsible for technical review include:

- Building & Safety Department
- Planning Department
- Engineering Department
- Transportation Development Division
- Fire District Department
- Cucamonga Valley Water District
- Public Works Department

Review of the proposed Project will result in the production of a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the Project for approval by the City of Rancho Cucamonga. If approved, the Project would be required to comply with all imposed Conditions of Approval.

Applicable regulations, codes, and requirements that the Project is required to comply with and that result in the reduction or avoidance of an environmental impact are specified throughout the analysis presented in this MND.

[1] It should be noted that at the time Urban Crossroads prepared the Trip Generation Evaluation, the Project was designed to provide 120,720 s.f. of warehouse space. However, as currently proposed, the Project would provide up to 120,628 s.f of warehouse space, which is 92 s.f. less than what was assumed by the Trip Generation Evaluation. Accordingly, the trip generation calculation shown above, and in *Technical Appendix J*, provide for a more conservative (i.e., overstated/higher impact) metric when analyzing the Project's potential traffic impacts.

3.4 Summary of Requested Actions

The City of Rancho Cucamonga has primarily approval responsibility for the proposed Project. As such, the City is serving the Lead Agency for this MND pursuant to CEQA Guidelines § 15050. The City will consider the information contained in this MND and this MND's Administrative Record in its decision-making processes.

In the event of approval of the Project and this MND, the City would conduct administrative reviews and issue permits to implement the Project. A list of the primary actions related to the Project under City jurisdiction and the jurisdiction of other agencies is provided in Table 3-1, *Matrix of Project Approvals/Permits.* This MND covers all federal, State, local government, and quasi-government approvals which may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-1, or elsewhere in this MND (CEQA Guidelines § 15124(d)).

Table 3-1 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
City of Rancho Cucamonga	
Proposed Project – City of Rancho Cucamonga Discretionary Approvals	
City of Rancho Cucamonga Planning Commission	• Approve, conditionally approve, or deny Design Review (DRC2018-00546). • Reject or adopt the Project's CEQA documents.
Subsequent City of Rancho Cucamonga Discretionary and Ministerial Approvals	
City of Rancho Cucamonga Implementing Approvals	• Approve Lot Merger to consolidate two parcels into one • Approve Final Maps. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Accept public-right-of way dedications. • Approvals for sewer and storm drain infrastructure. • Issue Certificates of Occupancy.
Other Agencies – Subsequent Approvals and Permits	
Cucamonga Valley Water District	• Administrative approvals for the design of on and off-site sewer and water infrastructure.
Southern California Edison	• Administrative approvals for the design of electric utility infrastructure.
Southern California Gas Company	• Administrative approvals for the design of gas utility infrastructure.
Santa Ana Regional Water Quality Control Board	• Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.

4.0 Initial Study Checklist

4.1 Evaluation Format

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code § 21000, et seq. and the State CEQA Guidelines California Code of Regulations § 16000, et seq.). Specifically, the preparation of an Initial Study is guided by § 15063 of the State CEQA Guidelines. The project is evaluated based upon its effect on 19 major categories of environmental factors. Each factor in the Initial Study Checklist is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The effect of the project is categorized into one of the following four categories of possible determinations:

1. **No Impact:** No adverse impacts are identified or reasonably foreseeable and no mitigation measures are required.
2. **Less-than-Significant Impact:** No substantial adverse impacts are identified or reasonably foreseeable and no mitigation measures are required.
3. **Less-than-Significant Impact with Mitigation Incorporated:** A substantial adverse impact is identified or is reasonably foreseeable; however, the application of mitigation measure(s) would avoid or mitigate the effects to a point where clearly no significant impact would occur.
4. **Potentially Significant Impact:** A substantial adverse impacts is identified or is reasonably foreseeable for which adequate mitigation may not be feasible. An Environmental Impact Report (EIR) is required to evaluate these impacts.

Substantiation is then provided to justify each determination. One of the four above listed conclusions is then provided as a summary of the analysis for each of the major environmental factors.

4.2 Environmental Factors Potentially Affected

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

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

DETERMINATION

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Printed Name _____

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Except as provided in Public Resources Code § 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

I.a) **Less-than-Significant Impact.** The City of Rancho Cucamonga's General Plan designates the nearby San Gabriel and San Bernardino Mountains and foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features as major scenic resources (City of Rancho Cucamonga, 2010, p. RC-35). The Project site is located in a relatively flat valley floor approximately 5.4 miles south of the foothills of the San Gabriel Mountains, 40 miles west of the San Bernardino Mountains, 0.9 mile east of the Archibald Avenue view corridor, and approximately 180 feet west of the Haven Avenue view corridor. Under existing conditions, prominent views of the San Gabriel Mountains are available on Haven and Center Avenues (looking north) and prominent views of the San Bernardino Mountains are available from Haven and Center Avenues (looking east); these roadways are west and east of the Project site, respectively. Refer to Figure 2-6 through Figure 2-8 for additional context regarding the views of the Project site area.

The Project site is located approximately 180 feet west of Haven Avenue, a road which the City's General Plan recognizes as a "view corridor" to the San Gabriel Mountains (City of Rancho Cucamonga, 2010, p. LU-90). However, the Project site is located outside of and east of the Haven Avenue view corridor and would not obstruct or obscure views from this corridor. The City of Rancho Cucamonga General Plan does not identify the Project site as being located within a scenic vista or scenic corridor. Upon implementation of the proposed Project, views of the San Gabriel Mountains, San Bernardino Mountains, San Bernardino foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features would not be unique to the Project site or surrounding area. Views to these landforms would remain available in the Project site's vicinity and surrounding area. Under existing conditions, the Project site is already developed with an approximately 20,000 s.f., 25-foot tall warehouse and the proposed Project's building, albeit a larger (120,628 s.f.) and taller (40-foot) structure compared to the existing warehouse, would not substantially change the visual character of the area. The proposed

building would be located outside of and east of the Haven Avenue view corridor and would not obstruct or obscure the views from this corridor. Accordingly, implementation of the proposed Project would not have a substantial effect on a designated or unique scenic vista. Thus, a less-than-significant impact would occur.

I.b) **No Impact.** The Project site does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. There are no State-designated or eligible scenic highways within the vicinity of the Project site (Caltrans, 2018). The nearest officially designated scenic Highway is located approximately 35.4 miles east of the Project site. Accordingly, the Project site would not have a substantial effect on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor. Thus, no impact would occur.

I.c) **Less-than-Significant Impact.** Under existing conditions, the Project site is located in an urbanized area and is zoned for Industrial Park (IP) uses and the surrounding area are zoned for IP and General Industrial (GI) uses. According to the City's Development Code, the IP zoning classification allows for light industrial uses, office and administration facilities, research and development laboratories, and limited types of warehousing (City of Rancho Cucamonga, 2018). Under existing conditions, the Project site is occupied by an active trucking operation. The areas immediately south and southwest of the Project site contain industrial developments and associated parking lots, drive aisles, and landscaping. The property immediately west of the Project site contains industrial/commercial land uses. Lastly, the land immediately east of the Project site consists of vacant land, conforming commercial uses, and a non-conforming single-family home. Implementation of the proposed Project would redevelop the Project site with one warehouse building with a 120,628 s.f. warehouse building containing office spaces, warehouse space, and 12 dock doors, and associated parking spaces, drive aisles, utility infrastructure, landscaping, exterior lighting, and signage. Because the Project Applicant would redevelop the Project site, which is located in an urbanized area, with a land use that is permitted in the IP zoning district and is currently built out and surrounded by industrial uses, the Project would not degrade the existing visual character of the Project site or the surrounding area.

The Project's construction phase would occur for approximately 8 months. All Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Project-related changes to local visual character would be less-than-significant during near-term construction activities because construction activity is common throughout the urbanized area of the City of Rancho Cucamonga. Additionally, Project-related construction would be temporary in nature and would not substantially degrade the visual quality or character of the area, which currently contains industrial/commercial buildings, railroad lines, disturbed vacant land, non-conforming residential uses, and non-conforming commercial uses.

Although aesthetic changes to the Project site would occur, the Project site is located in an urbanized area and the Project incorporates a number of features to enhance the aesthetic quality of the Project site. The Project architecture incorporates a complementary color palette and also incorporates accent elements, such as parapets, wall recesses, mullions, and aluminum canopies for visual interest. The Project's landscape plan incorporates plant species that maintain vibrancy during drought conditions.

Additionally, the proposed facility includes loading docks and truck parking areas that face west and are positioned away from public views. The Project's visual features would complement the surrounding development and would be consistent with the design standards (e.g., maximum building height, required setbacks, Floor Area Ratio, etc.) for industrial development provided by the City's Development Code. Based on the foregoing, the Project's impacts to visual quality would be less-than-significant.

I.d) **Less-than-Significant Impact.** Under existing conditions, the Project site generates a limited amount of glare. The Project site contains artificial lights with parking areas and near building entries. Streetlights are present along 8th Street, abutting the Project site's northern boundary and along Haven Avenue to the east.

The proposed Project would also include exterior lighting; however, the installation of exterior lighting would be ancillary to the proposed warehouse building. The proposed Project would be required to adhere to outdoor lighting requirements as set forth in the City of Rancho Cucamonga Municipal Code. The City's Municipal Code §17.58.050 (General lighting requirements) requires that, "all outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution." (City of Rancho Cucamonga, 2018). Additionally, the proposed Project would be constructed with building materials that are low in reflectance and would not create a new substantial source of glare. Moreover, the Project would be required to demonstrate compliance with the aforementioned lighting requirement, which is demonstrated in the Project's photometric lighting study on file with the City as part of the Project's application materials. Project compliance with the City's Municipal Code would ensure that the Project would not produce a new source of substantial light or glare from artificial lighting sources that would adversely affect day or nighttime views in the area. Accordingly, potential impacts to day or nighttime views due to light or glare would be less-than-significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code § 12220(9)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104 (g))?	☐	☐	☐	☒
d) Result in loss of forest land or conversion of forest land non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

II.a) **No Impact.** The Project site is fully developed under existing conditions and according to the Farmland Mapping and Monitoring Program the Project site has the designation of "Urban and Built-Up Land;" therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use (DOC, 2016a). No impact would occur.

II.b) **No Impact.** The Project site is zoned for "Industrial Park (IP)" land uses. There are no properties zoned for agricultural land uses in the Project vicinity (City of Rancho Cucamonga, 2012). Therefore, the implementation of the Project has no potential to conflict with existing zoning for an agricultural use.

As disclosed by mapping information from the California Department of Conservation (DOC), neither the Project site nor any land in the site's vicinity are under a Williamson Act Contract (DOC, 2016b). As such, no impact would occur.

II.c) **No Impact.** The Project site is zoned for "Industrial Park (IP)" uses and is not zoned for forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land. The nearest Nationally-designated forest land is the San Bernardino National Forest and

it is located approximately 8.7 miles north of the Project site (Google Earth, 2018). Due to the Project site's distance to the nearest forest land and the land uses proposed by the Project being consistent with the site's zoning designation, the Project has no potential to conflict with any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. As such, no impact would occur.

II.d) **No Impact.** The Project site does not contain a forest and is not designated as forest land; thus, the proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest land to non-forest use (City of Rancho Cucamonga, 2012). As such, no impact would occur.

II.e) **No Impact.** "Farmland" is defined in § II(a) of Appendix G of the CEQA Guidelines to mean "Prime Farmland," "Unique Farmland" or "Farmland of Statewide Importance." According to the DOC the Project site does not contain any of the above-listed Farmlands. As described above in the responses to Thresholds II.c and II.d, the Project site is located approximately 8.7 miles south to the nearest forest lands and is not designated for forest land uses. Thus, implementation of the Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
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 nonattainment 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?	☐	☐	☒	☐

An *Air Quality Impact Analysis* and *Mobile Source Health Risk Assessment* were prepared for the Project by Urban Crossroads, Inc. to evaluate the air pollutant emissions that would result from the Project's construction and operation. These reports are included as *Technical Appendices A* and *B*, respectively, to this MND and their findings are incorporated into the analysis presented herein.

III.a) Less-than-Significant Impact. The Project site is located within the South Coast Air Basin (SCAB or "Basin"). The SCAB encompasses approximately 6,745 square miles and includes Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south. In these areas, the South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards.

Currently, State and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP, the 2016 AQMP, was adopted by the SCAQMD in March 2017 and the Project's consistency with the 2016 AQMP is discussed below. Criteria for determining consistency with the AQMP are defined in Chapter 12, § 12.2, and § 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). The Project's consistency with these criteria is discussed below.

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

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As evaluated under Thresholds III.b, III.c, and III.d, below, the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation with the application of mandatory regulatory requirements. Therefore, the Project would not violate either the CAAQS or NAAQS. Accordingly, the Project's regional and localized emissions would not contribute substantially to an existing or potential future air quality violation or delay the attainment of air quality standards.

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

The growth forecasts used in the AQMP to calculate future air pollutant emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that increase the intensity of use on a subject property may, as compared to its General Plan designation, result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The prevailing planning document for the Project site is the City of Rancho Cucamonga General Plan, which designates the Project site for Industrial Park (IP) land use. The Project is consistent with the "IP" land use designation and is proposed would be consistent with the IP development standards enforced by the City Zoning Ordinance. As such, the Project would not exceed the assumptions of the AQMP.

For the reasons stated above, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Furthermore, the Project would not exceed the growth assumptions in the AQMP. As such, the Project would be consistent with the AQMP and impacts would be less-than-significant.

III.b) **Less-than-Significant Impact.** The proposed Project has the potential to generate substantial pollutant concentrations during both construction activities and long-term operation. The following analysis is based on the applicable significance thresholds establish by the SCAQMD (which are based on federal and State air quality standards). This analysis assumes that the proposed Project would comply with applicable, mandatory regional air quality standards, including SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2. "Sulfur Content of Liquid Fuels;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations;" SCAQMD Rule 1186.1, "Less-Polluting Street Sweepers," and Title 13, Chapter 10, § 2485, Division 3 of the California Code of Regulations "Airborne Toxic Control Measure." For a detailed description of the health effects of air pollutants refer to Section 2.6 of the Project's Air Quality Report (*Technical Appendix A*). In

general, air pollutants have adverse effects to human health, including but not limited to, respiratory illness, and carcinogenic effects.

Impact Analysis for Construction Emissions

For purposes of this analysis, construction is expected to begin in June 2019 and end in January 2020. If construction activities actually occur at a later date than assumed by this analysis, emissions associated with construction vehicle exhaust would be less than disclosed herein due to the implementation and enforcement of progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment by construction contractors, as accounted for by the California Emissions Estimator Model (CalEEMod) (Urban Crossroads, 2018a, p. 31). The Project's construction characteristics and construction equipment fleet assumptions used in this analysis are provided in Table 3-3 of the Project Air Quality Impact Analysis (*Technical Appendix A*). The calculated maximum daily emissions associated with Project construction are presented in Table 4-1, *Summary of Construction Emissions*

Table 4-1 Summary of Construction Emissions

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2019	63.17	68.27	23.90	0.06	11.05	6.75
2020	63.13	2.29	2.90	0.01	0.29	0.19
Max Daily Emissions	**63.17**	**68.27**	**23.90**	**0.06**	**11.05**	**6.75**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2018a, p. 34)

As shown in Table 4-1, Project-related daily construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM_{10} and $PM_{2.5}$) would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively considerable basis. Impacts associated with construction-related emissions of VOCs, NOx, CO, SOx, PM_{10}, and $PM_{2.5}$ would be less-than-significant and mitigation is not required.

Impact Analysis for Operational Emissions

Operational activities associated with the Project are expected to generate air pollutant emissions from the operation of motor vehicles (including passenger vehicles and trucks traveling to and from the Project site), landscape maintenance activities, application of architectural coating, and use of electricity and natural gas. Long-term operational emissions associated with the Project are presented in Table 4-2, *Summary of Peak Operational Emissions*.

Table 4-2 Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	2.71	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.24E-03	0.07	0.06	3.90E-04	5.00E-03	5.00E-03
Mobile (Passenger Cars)	0.24	0.36	5.26	0.02	2.13	0.57
Mobile (Trucks)	0.65	18.24	5.04	0.07	2.18	0.69
Total Maximum Daily Emissions	**3.60**	**18.67**	**10.37**	**0.09**	**4.31**	**1.27**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Operational Activities – Winter Scenario	**Emissions (pounds per day)**					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	2.71	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.24E-03	0.07	0.06	3.90E-04	5.00E-03	5.00E-03
Mobile (Passenger Cars)	0.22	0.39	4.67	0.02	2.13	0.57
Mobile (Trucks)	0.65	18.80	5.12	0.07	2.18	0.69
Total Maximum Daily Emissions	**3.59**	**19.26**	**9.87**	**0.08**	**4.31**	**1.27**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2018a, p. 37, Table 3-5)

As summarized in Table 4-2, Project-related operational emissions of VOC, NOx, CO, SOx, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts associated with long-term emissions of VOC, NOx, CO, SOx, PM_{10} and $PM_{2.5}$ would be less-than-significant.

SCAQMD considers air pollutant emissions that exceed the SCAQMD's project-level thresholds also to be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD project-level thresholds, then SCAQMD considers that project's air pollutant emissions to be less than cumulatively considerable. The evaluation of Project-specific air pollutant emissions presented above demonstrates that the Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable State and national air quality standards; therefore, the Project's air emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standards after mitigation.

III.c) Less-than-Significant Impact. The following provides an analysis of the Project's potential to expose sensitive receptors in the vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation. For a detailed description of the health effects of air pollutants refer to Section 2.6 of the Project's Air Quality Report (*Technical Appendix A*). In summary, air pollutants have adverse effects to human health, including but not limited to, respiratory illness, carcinogenic effect, etc. The following analysis is based on the applicable significance thresholds established by SCAQMD.

Impact Analysis for Construction Localized Emissions

As summarized in Table 4-3, *Summary of Construction Localized Emissions*, the Project would not exceed the SCAQMD's localized significance threshold for any criteria pollutants during construction. Impacts would be less-than-significant.

Table 4-3 Summary of Construction Localized Emissions

On-Site Demolition Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**35.78**	**22.06**	**3.50**	**1.93**
SCAQMD Localized Threshold	118	863	5	4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Preparation Emissions	**Emissions (pounds per day)**			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**68.20**	**23.17**	**10.85**	**6.70**
SCAQMD Localized Threshold	220	1,713	11	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Grading Emissions	**Emissions (pounds per day)**			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**45.32**	**17.12**	**5.01**	**3.07**
SCAQMD Localized Threshold	187	1,392	8	6
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2018a, p. 42, Table 3-8)

Impact Analysis for Operational Localized Emissions

The Project's estimated operational localized emissions are presented in Table 4-4, *Summary of Operational Localized Emissions*. As shown, the Project's calculated long-term operational emissions would not exceed the localized thresholds establish by the SCAQMD. Accordingly, long-term operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Impacts would be less-than-significant.

Table 4-4 Summary of Operational Localized Emissions

Operational Activity	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**2.13**	**1.47**	**0.51**	**0.16**
SCAQMD Localized Threshold	302	2,396	11	3
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2018a, p. 44, Table 3-9)

Impact Analysis for CO "Hot Spots"

Localized areas where ambient CO concentrations exceed the CAAQS and/or NAAQS are termed CO "hot spots." Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere,

particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations.

For purposes of providing a conservative, worst-case impact analysis, the Project's potential to cause or contribute to CO hotspots was evaluated by comparing the study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD's analysis at these busy intersections did not identify any CO hotspots. Based on an analysis of the intersections in the Project's study area, Urban Crossroads determined that, with the addition of the Project, none of the intersections in the Project's study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP (Urban Crossroads, 2018a, p. 45). Therefore, the Project-related vehicular emissions would not create a CO hot spot and would not substantially contribute to an existing or projected CO hot spot. Impacts would be less-than-significant.

Impact Analysis for Diesel Particulate Emissions

Diesel-fueled trucks would travel to/from the Project site during operation of the Project. Diesel truck produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. According to the SCAQMD's MATES IV study, the existing background cancer risk in the Project area is calculated to be 1028.95 in one million. In order for a project to have a cumulatively considerable effect, the SCAQMD determined that it must increase cancer risk by 10 or more in one million (SCAQMD, n.d.). To evaluate the Project's potential to expose nearby sensitive receptors to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment was prepared for the proposed Project (*Technical Appendix B*). Project-related DPM health risks were evaluated under three (3) receptor scenarios, which are summarized below. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Technical Appendix B*.

At the maximally exposed individual receptor (MEIR), – the residential land use located approximately 60 feet east of the Project site on 8th Street – the maximum incremental cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.48 in one million, which would not exceed the significance threshold of 10 in one million. At this same receptor location, non-cancer health risks were calculated to be 0.0002, which would not exceed the applicable threshold of 1.0 (Urban Crossroads, 2019a, p. 1). Receptors located further from the Project site would be exposed to a lesser Project-related air pollutant health risk, as DPM concentrations dissipate with distance. Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.

At the maximally exposed individual worker (MEIW), identified as the construction chemical operation located immediately south of the Project site, the maximum incremental cancer risk attributable to the

proposed Project's DPM emissions is calculated to be 0.10 in one million, which would not exceed the significance threshold of 10 in one million. At this same receptor location, non-cancer health risks were calculated to be 0.0003, which would not exceed the applicable significance threshold of 1.0. (Urban Crossroads, 2019a, p. 1) Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.

At the maximally exposed individual school child (MEISC), identified as the Rancho Cucamonga Middle School located approximately 0.50-mile east of the Project site, north of Feron Boulevard, and west of Hermosa Avenue. The maximum incremental cancer risk attributable to the proposed Project is calculated to be 0.02 in one million, which would not exceed the threshold of 10 in one million. At this same receptor location, non-cancer health risks were calculated to be 0.0004, which would not exceed the applicable significance threshold of 1.0. (Urban Crossroads, 2019a, p. 1) Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of nearby school child receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.

III.d) **Less-than-Significant Impact.** The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (Urban Crossroads, 2018a, pp. 1-2). Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

During long-term operation, the proposed Project would operate as a warehouse, which is a land use not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance during long-term operation (Urban Crossroads, 2018a, p. 48). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

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

IV.a) **No Impact.** Under existing conditions, the Project site is fully disturbed except for a small portion of land in the northwest corner of the site, which the Project would not impact. According to the City General Plan, the Project site is not located in an area that is a potentially suitable habitat for species identified as a candidate, sensitive, or special status species in the local or regional plan, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (City of Rancho Cucamonga, 2010, pp. RC-31, Figure RC-4); thus, no impact would occur.

IV.b) **No Impact.** Under existing conditions, the Project site is fully disturbed except for a small portion of land in the northwest corner of the site, which the Project would not impact. No riparian habitats are found

on or adjacent to the Project site (Google Earth, 2018). There is no potential for the Project to 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 U.S. Wildlife Service and no impact would occur.

IV.c) **No Impact.** Under existing conditions, the Project site is fully disturbed except for a small portion of land in the northwest corner of the site, which the Project would not impact. The Project site does not contain any protected wetland or aquatic resources, including but not limited to, natural drainages or water courses, wetland habitat, marsh, vernal pool, or coastal resources. Therefore, the Project would not result in a substantial adverse effect on federally protected wetlands through direct removal, filing, hydrological interruption, or other means. No impact would occur and mitigation would not be required.

IV.d) **Less-than-Significant Impact.** Under existing conditions, the Project site is fully disturbed except for a small portion of land in the northwest corner of the site, which the Project would not impact. The Project site does not contain any natural bodies of water; therefore, there is no potential for the Project to interfere with the movement of fish. In addition, there are no native wildlife nurseries on-site; thus, there is no potential for the Project to hinder the use of a native wildlife nursery site.

The Project is disturbed and mostly surrounded by development. Additionally, there are active railways and streets abutting the site; therefore, the site could not be considered a wildlife movement corridor.

The Project site is developed with a warehouse building and asphalt parking lot and does not contain any trees. The Project would not remove trees and mandatory compliance with the Migratory Bird Treaty Act (MBTA) would preclude potential impacts to nesting migratory birds. Therefore, the Project's potential to impact nesting and migratory birds is less-than-significant.

IV.e) **No Impact.** The City of Rancho Cucamonga Municipal Code contains provisions for the preservation of trees [refer to Municipal Code Chapter 17.80 (Tree Preservation)]. Under existing conditions, the Project site is fully disturbed except for a small portion of land in the northwest corner of the site, which the Project would not impact. Additionally, there are no trees located on-site and the Project does not entail the removal of any trees. Accordingly, the Project would not conflict with the City's Tree Preservation Ordinance.

The City of Rancho Cucamonga does not have any additional policies or ordinances in place to protect biological resources that are applicable to the Project.

IV.f) **No Impact.** There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applicable to the Project site. Accordingly, the Project would not conflict with any such plan and no impact would occur.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of historical resources pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse in the significance of archaeological resources pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

A *Cultural Resources Records Search* was conducted for the Project site by Brian F. Smith and Associates, Inc. (BFSA) to identify potential archaeological and historical resources that may be affected by the proposed Project. This report includes the findings from a records search conducted at the South Central Coastal Information Center for the Project site and within a one-mile radius of the Project site. This report is included as *Technical Appendix C* to this MND and its findings are incorporated into the analysis presented herein.

V.a) **No Impact.** Based on the records search conducted by BFSA, historical resources were found within one mile of the Project site. One historical resource, a railway spur of the Atchison, Topeka, and Santa Fe Railway, is located on-site along the western boundary; however, this resource is located within a railway easement and would not be impacted by the Project (BFSA, 2018). Accordingly, the Project would have no impact to historical resources.

V.b) **Less-than-Significant Impact.** Based on the records search conducted by BFSA, no prehistorical archaeological resources are determined to exist on the site or within a one-mile radius of the Project site. Due to the existing development on the Project site, the Project site has been exposed to pervasive disturbances across the property. Additionally, the Project does not involve any deep excavation that could encounter previously undisturbed native sediment (SoCal Geo, 2018, p. 4). Accordingly, there is no reasonable potential that significant archaeological resources would be discovered during the Project's construction activity. For these reasons the Project would result in a less-than-significant impact to archaeological resources.

V.c) **Less-than-Significant Impact.** The Project site does not contain a cemetery and no formal cemeteries are located within the immediate site vicinity. In the highly unlikely event that human remains are unearthed during Project construction, the law would require the construction contractor to comply with California Health and Safety Code, § 7050.5 "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased

Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, would be less than significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY				
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Energy projections/calculations were prepared for by Urban Crossroads, Inc. to evaluate the energy consumption that would result from the Project's construction and operation. These calculations are included as *Technical Appendix D* to this MND and the results are incorporated into the analysis presented herein.

VI.a) Less-than-Significant Impact.

Energy and Fuel Use for Project Construction

The Project's construction process would consume electrical energy and fuel. Project construction would represent a "single-event" electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. In summary, the Project's construction process is estimated to consume approximately 27,986 kilowatt-hours (kWh) of electricity, an estimated 30,726 gallons of diesel fuel, and an estimated 34,398 gallons of fuel (see detailed discussion below).

Construction Equipment Fuel Use

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. The energy calculations provided by Urban Crossroads (*Technical Appendix D*) assume that all construction equipment would be diesel-powered. Project construction activities would consume an estimated 30,726 gallons of diesel fuel (Urban Crossroads, 2019b, p. 2). Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Use

With respect to estimated vehicle miles traveled (VMT), the construction worker trips would generate an estimated 114,719 VMT based on a 14.7-mile average trip length and the estimated number of construction days. With that, Urban Crossroads calculated that 4,015 gallons of fuel would be consumed related to construction worker trips for the proposed Project. Project construction worker trips would represent a "single-event" gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose. (Urban Crossroads, 2019b, p. 3) Refer to *Technical Appendix D* for the construction worker fuel consumption calculations.

Construction Vendor / Hauling Fuel Use

With respect to estimated VMT, the Project's construction vendor trips were calculated to generate an estimated 8,970 VMT along area roadways based on a 6.9-mile average trip length and the project's estimated number of construction days. Demolition hauling trips were calculated to generate an estimated 162,000 VMT along area roadways based on a 20-mile average trip length and the Project's estimated number of demolition days. (Urban Crossroads, 2019b, p. 3)

Fuel consumption from construction hauling and vendor trips (medium and heavy-duty trucks) would total approximately 30,283 gallons (Urban Crossroads, 2019b, p. 3). Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for purposes of the energy analysis included herein. Refer to *Technical Appendix D* for the construction vendor and hauling fuel consumption calculations.

Energy and Fuel Use for Project Operation

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. As summarized in Table 4-5, *Vehicle Fuel Consumption for Project Operation*, Urban Crossroads calculates that the operation of the Project would result in 1,419,350 annual VMT and an estimated annual fuel consumption of 122,511 gallons of fuel. (Urban Crossroads, 2019b, p. 4)

Table 4-5 Vehicle Fuel Consumption for Project Operation

Vehicle Type	Annual Miles Traveled	Estimated Annual Fuel
Light Duty Autos	746,596	26,129
LHD Trucks	112,148	7,964
MHD Trucks	139,193	16,377
HHD Trucks	421,413	72,041
Total (All Vehicles)	**1,419,350**	**122,511**

Source: (Urban Crossroads, 2019b, p. 4)

Fuel consumed by vehicles accessing the Project site during long-term operation of the Project would be provided by commercial vendors. Trip generation and VMT generated by the Project are consistent with other uses of similar scale and configuration, as reflected in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) and CalEEMod v2016.3.2 (Urban Crossroads, 2018b, p. 2). As such, compared to uses of similar scale and configuration, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor does it propose uses that are associated with excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of light-duty vehicles (LDVs) and heavy-duty vehicles (HDVs) to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease the Project's future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project also would construct

sidewalks that would facilitate and encourage pedestrian access and subsequently reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas and electricity would be supplied to the Project by SCE. Urban Crossroads calculated that the Project's operational energy demands would be approximately 244,875 kilo-British thermal units (kBTU)/year of natural gas and 298,682 Kilowatt-hour (kWh)/year of electricity (Urban Crossroads, 2019b, p. 5).

The proposed Project would provide uses typical of modern, conventional warehouse facilities. All construction would be required to comply with the City of Rancho Cucamonga Green Building Standards Code, which would result in buildings having contemporary energy efficient/energy conserving designs and operational programs (City of Rancho Cucamonga, 2018, § 15.26). The warehouse use proposed by the Project is not inherently energy-intensive, and the Project energy demands in total would be comparable to, or less than, other projects of similar use and scale. Based on the preceding, Project facilities energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

VI.b) **Less-than-Significant Impact.** On the State level, the Public Utilities Commission (PUC) and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Relevant State energy-related law and plans are summarized below. Project consistency with the applicable State regulation is presented below each regulation.

1. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations. The 2016 Integrated Energy Policy Report Update (2016 IEPR Update), focuses on next steps for transforming transportation energy use in California. The 2016 IEPR Update addresses the role of transportation in meeting state climate, air quality, and energy goals; the Alternative and Renewable Fuel and Vehicle Technology Program; current and potential funding mechanisms to advance transportation policy; the status of statewide plug-in electric vehicle infrastructure; challenges and opportunities for electric vehicle infrastructure deployment; measuring success and defining metrics within the Alternative and Renewable Fuel and Vehicle Technology Program; market transformation benefits resulting from Alternative and Renewable Fuel and Vehicle Technology Program investments; the state of hydrogen, zero-emission vehicle, biofuels,

and natural gas technologies over the next ten years; transportation linkages with natural gas infrastructure; evaluation of methane emissions from the natural gas system and implications for the transportation system; changing trends in California's sources of crude oil; the increasing use of crude-by-rail in California; the integration of environmental information in renewable energy planning processes; an update on electricity reliability planning for Southern California energy infrastructure; and an update to the electricity demand forecast.

Project Consistency: 2016 IEPR Update is a State Policy report. An individual development project such as the proposed Project has no ability to comply with or conflict with this report.

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

Project Consistency: The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The Project site facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the development of industrial uses on a site designated for industrial uses by the City of Rancho Cucamonga General Plan. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

3. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2016 Standards for building construction, which went into effect on January 1, 2017, improved upon the former 2013 Standards for residential and nonresidential buildings.

Project Consistency: The Project is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

4. Pavley Fuel Efficiency Standards (AB 1493)

In California, AB 1493 establishes fuel efficiency ratings for model year 2009-2016 passenger cars and light trucks.

Project Consistency: AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of AB 1493.

5. California Renewable Portfolio Standards (SB 1078)

SB 1078 requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.

Project Consistency: Energy directly or indirectly supplied to the Project by electric corporations is required by law to comply with SB 1078.

Conclusion

As supported by the preceding analyses, the Project would not obstruct a state or local plan for renewable energy or energy efficiency and a less than significant impact would occur.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Result 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?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	☐	☐	☒	☐

A *Geotechnical Investigation* was prepared for the Project by SoCal Geo to evaluate the geotechnical conditions of the subject property, identify any geologic hazards, and provide recommendations for future development of the Project. This report is included as *Technical Appendix E* to this MND and its findings are incorporated into the analysis presented herein.

VII.a) **i. No Impact.** There are no known active or potentially active earthquake faults crossing the Project site or in the immediate area and the Project site is not located within an Alquist-Priolo Earthquake Fault Zone (SoCal Geo, 2018, p. 10). Therefore, the Project does not have the potential to directly or indirectly cause l adverse effects related to ground rupture. No impact would occur.

ii. Less-than-Significant Impact. The Project site is located in a seismically active area of Southern California and is expected to experience moderate-to-severe ground shaking during the lifetime of the Project. The risk of exposing people and structures to strong seismic ground shaking is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the proposed warehouse building is required to be designed in accordance with the requirements of the 2016 edition of the California Standards Building Code (CBSC) (or version of the CBSC in effect at the time of building permit issuance) and the City of Rancho Cucamonga Building Code, which is based on the CBSC with local amendments. The CBSC and City of Rancho Cucamonga Building Code have been specifically tailored for California earthquake conditions and provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the City requires development projects to prepare a geotechnical investigation report to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type depths, and selection of appropriate structural systems (City of Rancho Cucamonga, 2018). Such a report has been prepared for the Project site and is included as *Technical Appendix E* to this MND. With mandatory compliance with the City standards and site-specific design and construction measures, potential impacts related to seismic ground shaking would be less-than-significant. As such, the Project does not have the potential to directly or indirectly cause adverse effects, including loss, injury, or death, related to seismic ground shaking. Impacts would be less-than-significant.

iii. Less-than-Significant Impact. According to the City's General Plan, the Project site is not located in an area with susceptibility for liquefaction (City of Rancho Cucamonga, 2010, pp. PS-17, Figure PS-3). Prior to the preparation of the SoCal Geo *Geological Investigation* report, a report was prepared by NorCal Engineering (NorCal) for the Project site. The NorCal report stated that the potential for liquefaction at the subject property was very low due to the depth of groundwater, which was reported to be in excess of 400 feet from the ground surface (SoCal Geo, 2018, p. 5). Accordingly, liquefaction is not considered to be a design concern for the Project and its potential to directly or indirectly cause adverse effects involving seismic-related ground failure would be less-than-significant.

iv. No Impact. The Project site is virtually flat and contains no substantial natural or man-made slopes under existing conditions. There are also no substantial natural or man-made slopes in the immediate Project site vicinity. According to the City's General Plan, the Project site is located in an area with a low potential for landslides (City of Rancho Cucamonga, 2010, pp. PS-17, Figure PS-3). Therefore, development on the subject property would not be exposed to landslide risks, and the Project would not pose direct or indirect landslide risk to surrounding properties and no impact would occur.

VII.b) Less-than-Significant Impact. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and/or long-term operation.

Impact Analysis for Temporary Construction-Related Activities

Construction of the Project would involve demolition, grading, paving, utility installation, building construction, and landscaping installation, which has the potential to temporarily expose on-site soils that would be subject to erosion during rainfall events or high winds. Pursuant to State Water Resources Control Board requirements, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges during construction (City of Rancho Cucamonga, 2018, §19.20.240). In addition, the Project would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion (SCAQMD, 2005). With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant and mitigation is not required.

Long-term Operational Activates

Under existing conditions, the Project site is fully developed except for a small portion of land in the northwest corner of the site. Accordingly, wind and water erosion on the Project site is nearly non-existent under existing conditions.

Following construction, wind, and water erosion on the Project site on the site would be similar to existing conditions because the Project would also introduce landscaping and impervious surfaces and drainage would be controlled through a storm drain system. Implementation of the Project would not result in long-term erosion or loss of topsoil substantially more than what occurs under existing conditions.

Moreover, the City's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Water Quality Management Plan (WQMP) (City of Rancho Cucamonga, 2018, §19.20). The WQMP identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP for the Project prepared by Thienes Engineering (Thienes) (attached hereto as *Technical Appendix H.2*) incorporates catch basin/inlet filters and two (2) underground infiltration basin (Thienes Engineering, Inc., 2018a). The catch basin/inlet filters would remove waterborne pollutants from storm water flows, including silt and sediment. The underground infiltration basins would facilitate percolation to maximize on-site infiltration and minimize off-site stormwater discharge. These design features would be effective at removing silt and sediment from storm water runoff, and the WQMP requires post-construction maintenance and operational measures to ensure on-going erosion protection. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, the

proposed Project would not result in substantial erosion or loss of top soil during long-term operation. The Project's impact would be less than significant.

VII.c) **Less-than-Significant Impact.** The Project's geotechnical report (*Technical Appendix E*) indicates that the site's settlement potential would be attenuated through the proposed removal of existing undocumented fill soils and a portion of the near-surface native alluvial soils and replacement with properly compacted structural fill, which is included as a recommendation in the Project site's geotechnical report (SoCal Geo, 2018, p. 12). Additionally, only minor ground subsidence (±0.1 feet) is expected to occur in the soils below the zone of removal due to settlement and machinery working (SoCal Geo, 2018, p. 13). In addition, the Project would comply with §17.120.020 (Site plan design) of the City's Municipal Code, which presents "proper soil management techniques to reduce the adverse effects of grading." (City of Rancho Cucamonga, 2018). As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

As discussed in threshold VII.a (iii) and (iv), development of the property as proposed by the Project would result in a less-than-significant impact involving ground failure, including liquefaction and no impact involving landslides.

VII.d) **Less-than-Significant Impact.** As determined by SoCal Geo, the near surface on-site soils consist of silty sands, which possess a very low to non-expansive potential (SoCal Geo, 2018, p. 12). Accordingly, no design considerations related to expansive soils are warranted for the Project site. As such, implementation of the Project would result in a less-than-significant impact associated with expansive soils and would not create substantial direct or indirect risks to life or property.

VII.e) **No Impact.** The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.

VII.f) **Less-than-Significant Impact**. There are no known paleontological resources or unique geological features contained on the Project site. In addition, the City's General Plan indicates that soils and geologic formations within the City have a low potential to contain significant paleontological resources (City of Rancho Cucamonga, 2010, p. RC-15) Under existing conditions, the Project site is disturbed and developed; therefore, the chance to encounter paleontological resources is not reasonably foreseeable and the Project potential to impact paleontological or unique geological resources would be less-than-significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

A *Greenhouse Gas Analysis* was prepared for the Project by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operation. This report is included as *Technical Appendix F* to this MND and its findings are incorporated into the analysis presented herein.

VIII.a) Less-than-Significant Impact. Global Climate Change (GCC) is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. As such, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because GCC is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to the global climate; rather, Project-related impacts to global climate change only could be significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to GCC in a cumulatively considerable way.

The City of Rancho Cucamonga does not have an adopted threshold of significance for GHG emissions. According to the Final Statement of Reasons for Regulatory Action, lead agencies have the option to determine their methodology for quantifying GHG emissions. The City of Rancho Cucamonga has selected the South Coast Air Quality Management District's (SCAQMD) numeric significance threshold of 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for industrial projects (Urban Crossroads, 2018c, p. 2). If the Project were to emit less than 10,000 $MTCO_2e$ per year, the Project would be determined to have a less-than-significant impact for GHG emissions. The Project's annual GHG emissions are summarized in Table 4-6, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project's GHG emissions is described in detail in *Technical Appendix E*.

Table 4-6 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	12.21	--	--	12.28
Area	5.48E-03	1.00E-5	--	5.84E-03
Energy	108.23	4.18E-03	1.05E-03	108.65
Mobile Sources (Passenger Cars)	215.97	4.06E-06	--	216.08
Mobile Sources (Trucks)	948.60	0.05	--	949.73
Waste	23.02	1.36	--	57.02
Water Usage	124.58	0.91	0.02	154.12
Total CO_2E (All Sources)	**1,497.89**			

Source: (Urban Crossroads, 2018c)

As shown on Table 4-6, the Project would emit approximately 1,497.89 $MTCO_2e$ per year which would not exceed the SCAQMD's screening threshold of 10,000 $MTCO_2e$ emissions per year. The Project would not result in any new or more severe impacts to greenhouse gas emissions as compared to the existing use. Under existing conditions, the Project site is occupied by a trucking facility and emits approximately 4,919.08 $MTCO_2e$ per year (Urban Crossroads, 2018c, p. 2). Implementation of the proposed Project would result in a net decrease in greenhouse gas emissions. Accordingly, the Project would not generate substantial GHG emissions– either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant.

VIII.b) Less-than-Significant Impact. The City of Rancho Cucamonga does not have an adopted Climate Action Plan. The Project would comply with and would not interfere with the implementation of goals and objectives established by Title 24 of the CBSC, Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32). For more information on these regulations as well as other state-wide plans, policies, and regulations associated with GHG emissions that are not directly applicable to the Project, refer to *Technical Appendix F*.

The Project would include the construction and operation of a warehouse building, which would include contemporary, energy-efficient/energy-conserving design features and operational procedures. Warehouse land uses are not inherently energy-intensive and the total Project energy demands would be comparable to, or less than, other warehouse projects of similar scale and configuration due to the Project's modern construction and requirement to be constructed in accordance with the most recent CBSC. The CBSC includes the California Energy Code, or Title 24, Part 6 of the California Code of Regulations, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings. The California Energy Code was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated approximately every three years to improve energy efficiency by incorporating new energy efficiency technologies and methods. The Project would be required to comply with all applicable provisions of the CBSC. As such, the Project's energy demands would be minimized through design features and operational programs that, in aggregate, would ensure that Project energy efficiencies would comply with – or exceed – incumbent CBSC energy efficiency requirements, thereby minimizing GHG emissions produced from energy consumption. The Project has

no potential to be inconsistent with the mandatory regulations of the CBSC because compliance is required by State law.

The Global Warming Solutions Act of 2006 (AB 32) is the State of California's primary GHG emissions reduction regulation. AB 32 requires that by year 2020 the State's GHG emissions must be reduced to year 1990 levels. The California Air Resources Board (CARB) identified measures in its Scoping Plan that would reduce statewide GHG emissions and achieve the emissions reductions goals of AB 32. Thus, projects that are consistent with the CARB Scoping Plan would not conflict with AB 32's mandate to reduce state GHG emissions (Urban Crossroads, 2018c, p. 28). The proposed Project would reduce operational intensity (e.g., traffic trips and air quality emissions) as compared to the existing use and would, therefore, result in a net decrease in GHG emissions (Urban Crossroads, 2018c, p. 47). Accordingly, the Project is consistent with the CARB scoping plan because implementation of the Project would not result in new or more severe impacts to GHG emissions as compared to the Project site's existing use.

On April 29, 2015, Governor Edmund Brown Jr. signed Executive Order (EO) B-30-15, which advocated for a statewide GHG-reduction target of 40 percent below year 1990 levels by 2030 and 80 percent below 1990 levels by 2050. In September 2016, Governor Brown signed Senate Bill (SB) 32. SB 32 formally established a statewide goal to reduce GHG emissions to 40 percent below year 1990 levels by 2030. To date, no statutes or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically-based statewide emission reduction targets.

According to research conducted by the Lawrence Berkeley National Laboratory and supported by the ARB, California, under its existing and proposed GHG reduction policies, is on track to meet the years 2020 and 2030 reduction targets established by AB 32 and SB 32, respectively (Urban Crossroads, 2018c, p. 27). As described above, the Project would not conflict with or obstruct implementation of the CARB Scoping Plan; therefore, the Project would not interfere with the State's ability to achieve the year 2030 GHG-reduction target established by SB 32.

As described above, the Project would not conflict with the State's ability to achieve the State-wide GHG reduction targets defined in AB 32 and would be consistent with applicable policies and plans related to GHG emissions reductions (Urban Crossroads, 2018c, p. 48). Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would result in a less-than-significant impact.

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

A Phase I Environmental Site Assessment (ESA) was prepared for the Project site by Hillmann Consulting (herein, "Hillmann"), on January 16, 2018 (included as *Technical Appendix G*). As part of the Phase I ESA efforts, Hillmann conducted a site reconnaissance; interviews with persons with a historical link to the property; a review of historical resources; a review of regulatory agency records; and a review of regulatory database report provided by a third-party vendor. (Hillmann Consulting, 2018, p. 2)

IX.a) Less-than-Significant Impact.

Impact Analysis for Existing Site Conditions

A Recognized Environmental Condition (REC) is defined by the American Society for Testing Materials (ASTM) as, "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to a 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." (Hillmann Consulting, 2018, p. 5). Based on a review of historic regulatory agency hazardous materials database, historic site aerial photographs, interviews with current property owners, and a reconnaissance of the Project site, Hillmann determined that the Project site does not contain any RECs (Hillmann Consulting, 2018, p. 3).

Based on historical aerial imagery, the Project site was used for agricultural purposes from 1938 to 1959. As such, there is a reasonable likelihood that pesticide could have accumulated in the shallow soils during that time. However, the Project site was redeveloped between 1959 and 1966 and included the development of the warehouse building that has remained on-site under existing conditions. The construction process at the Project site would have required site work that would have removed or displaced accumulated pesticides that may have been present in the shallow soils (Hillmann Consulting, 2018, p. 18). Therefore, the historic use of pesticides at the Project site would not represent a significant hazard to the environment or public.

The use of asbestos containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978 and may be present in the building. All proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which include mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. SCAQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: *Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards* applies.

SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Assuming that ACMs are present in the existing structure located on site, then Rule 1403 requires notification of the SCAQMD prior to commencing any demolition activities. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because future development on the Project site would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During the demolition of the existing warehouse building, there is a potential for exposing construction

workers to health hazards associated with lead. The Project would be required to comply with Title 17, CCR, Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these mandatory requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards during demolition and/or during transport of demolition waste to an appropriate disposal facility and would ensure that impacts related to LBP remain less than significant. Accordingly, neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

Project site occupancy or usage between 1966 and 1980 is unknown due to a historical records data failure (Hillmann Consulting, 2018, pp. 15-16). Although the historic usage of the Project site is unknown circa 1966 to 1980, a Phase II ESA conducted by Hillmann indicated no detectable levels of petroleum hydrocarbons or VOCs and only low background levels of heavy metals. Accordingly, no significant subsurface chemicals would be expected to affect the Project. Two pole-mounted transformers were observed near the warehouse building. Some electric transformers have been known to utilize polychlorinated biphenyls (PCBs), an organic pollutant, as an insulating cooling fluid. However, no electrical or hydraulic equipment known to contain PCBs were identified on the Project site (Hillmann Consulting, 2018, p. 11). Hillmann found active above-ground storage tanks (ASTs) and several drums on the Project site; however, all the drums and ASTs appeared to be in good condition with no staining or corrosion and no evidence of a spill or release were observed. With the exception of two de-minimus stains in the parking lot, Hillmann did not observe any evidence of past chemical releases. The stains are not considered to be a hazardous condition. (Hillmann Consulting, 2018, p. 29)

According to the property records, the Project site was identified on the HAZNET database in 2005; however, no violations were listed. With the consideration of the absence of reported violations, spills, or releases, the Project site is not considered to be a REC.

Based on the foregoing analysis, the Project would not create significant hazard to the public or the environment through routine transport use or disposal of hazardous material associated with the site's existing condition. A less-than-significant impact would occur.

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic

Substances Control (DTSC), SCAQMD, and Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Impact Analysis for Long-Term Operational Activities

The future building occupant(s) for the Project site are not yet identified. However, the Project is designed to house warehouse occupants and it is possible that hazardous materials could be used during the course of the future building user's daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that requires businesses to plan and prepare for possible chemical emergencies. Any business that occupies the warehouse building on the Project site and that handles hazardous materials (as defined in § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the City of Rancho Cucamonga Fire District in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the City of Rancho Cucamonga Fire District 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. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with City of Rancho Cucamonga Municipal Code § 17.66.040, which establishes specific requirements for the storage of hazardous materials, reporting and permitting the use, handling, and transportation of hazardous materials.

With mandatory State and federal regulatory compliance, along with mandatory compliance with the City of Rancho Cucamonga Municipal Code, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.

IX.b) **Less-than-Significant Impact.** Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Threshold IX.a, the transport,

use, and handling of hazardous materials on the Project site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. Upon buildout, the Project site would operate as a warehouse. Based on the operational characteristics of a typical warehouse, it is possible that hazardous materials could be used during the course of a future occupant's daily operations; however, as discussed above under Threshold IX.a, the Project would be required to comply with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous material. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project and mitigation would not be required.

IX.c) **No Impact.** There are no schools located within 0.25-mile of the Project site. The nearest school to the Project site is Rancho Cucamonga Middle School, located approximately 0.50-mile east of the Project site (Google Earth, 2018). Thus, the Project would not have a significant effect in emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

IX.d) **No Impact.** The Project site is not included on a list compiled pursuant to Government Code § 65962.5 (Hillmann Consulting, 2018, pp. 20-22). The Project site was listed on the HAZNET database for hazardous waste produced in the year 2005. The identified hazardous waste included waste oil and mixed oil; however, no violations were listed in association with the Project site. Given the absence of reported violations, spills, or releases, the Project site is not considered to be a REC. Accordingly, no impact would occur.

IX.e) **No Impact.** The Project site is not located within two miles of a public airport (Google Earth, 2018). The nearest public airport is the Ontario International Airport (ONT), located approximately 2.15 miles southwest of the Project site. Due to the Project site's distance to ONT, the proposed Project does not have the potential to expose people residing or working in the Project area to excessive noise related to air travel. The Project site is located within the ONT ALUCP's Overflight Notification Zone, which requires the City of Rancho Cucamonga to notify people of the presence of overflights near airports, and Airspace Protection Zone, which establishes standards for determining obstructions to air navigation. According the ONT Airspace Protection Zone Map, the Project site is located in a zone which restricts building heights greater than 70 feet. (City of Ontario, 2011, Map 2-4; Map 2-5) The proposed warehouse would be approximately 40 feet tall, which is not tall enough to interfere with aircraft operation and does not include an air travel component (e.g., runway, helipad). Therefore, the Project would not interfere with the policies associated with the Overflight Notification Zone or Airspace Protection Zone. Based on the foregoing, the Project would not result in safety hazards for people residing or working in the Project area and no impacts would occur.

IX.f) **No Impact.** The adopted emergency response plan for the City is the *City of Rancho Cucamonga Local Hazard Mitigation Plan* (adopted January 2013). The purpose of the local hazard mitigation plan is to assess the significant natural and manmade hazards that may affect the City and its inhabitants, evaluate and incorporate ongoing mitigation activities and related programs in the community, determine additional mitigation measures that should be undertaken, and to outline a strategy for implementation of mitigation projects (City of Rancho Cucamonga, 2013, p. 4). The Project site does not contain any emergency facilities under existing conditions nor does it serve as an emergency evacuation route, as

such, there is no potential for the proposed Project to adversely affect an existing emergency response or evacuation plan. During construction and at Project buildout, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. As part of the City's discretionary review process, the City of Rancho Cucamonga reviewed the Project to ensure that appropriate emergency ingress and egress would be available to-and-from the proposed warehouse building for public safety and determined that the Project would not substantially impede emergency response times in the local area. The Project site is developed with a warehouse under existing conditions and already receives emergency service coverage. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

IX.g) **Less-than-Significant Impact.** According to the City of Rancho Cucamonga General Plan, the Project site is not located in an area of substantial or high fire risk and no wildlands are observed on or near the Project site (City of Rancho Cucamonga, 2010, p. PS-5, Figure PS-1). The proposed Project is located in an area of the City that has been largely developed. Under existing conditions, the Project site is mostly disturbed and devoid of vegetation. The proposed Project would construct a modern warehouse facility on-site that complies with California Building Standards Code minimum requirements for fire resistive building materials and building features, including an internal sprinkler system to minimize potential fire hazards. Thus, implementation of the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Impacts would be less-than-significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

A *Preliminary Hydrology Calculations* and *Preliminary Water Quality Management Plan (WQMP)* report were prepared for the Project by Thienes Engineering, Inc. The purpose of the *Preliminary WQMP* is to help identify pollutants of concern, establish the Best Management Practices for the Project, and establish long-term maintenance responsibilities for the Project. The *Preliminary Hydrology Calculations* report identifies drainage patterns and off-site flow tributary to the Project site and evaluates post-development runoff conditions. The hydraulic calculations are intended to be used to design the Project's storm drain system. These reports are

included as *Technical Appendices H.1* and *H.2*, respectively, to this MND and their findings are incorporated into the analysis presented herein.

X.a) **Less-than-Significant Impact.** The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River is contained in the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan (updated June 2011) and the One Water, One Watershed Plan 2.0 (OWOW) for the Santa Ana River Watershed (also referred to as "Integrated Regional Water Management Plan," dated February 4, 2014), prepared by the Santa Ana Watershed Project Authority. These documents are herein incorporated by reference and are available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501. (SARWQCB, 2011; SAWPA, 2014)

The CWA requires all states to conduct water quality assessments of their water resources to identify bodies of water that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of § 303(d) of the CWA. The Project site is located within the Santa Ana River Watershed. Receiving waters for the Project site include: Cucamonga Creek Reach 1, Mill Creek (Prado Area), Chino Creek Reach 1A, Santa Ana River Reaches 1 through 3, Prado Dam, which discharge into the Pacific Ocean. Cucamonga Creek is impaired by cadmium, coliform bacteria, copper, lead, and zinc; Mill Creek (Prado Area) is impaired by nutrients, pathogens, and total suspended solids; Chino Creek Reach 1A is impaired by nutrients and pathogens; Santa Ana River Reach 3 is impaired by copper, lead, and pathogens; and the Santa Ana River Reach 2 is impaired by indicator bacteria. (Thienes Engineering, Inc., 2018a, p. 3-3)

A specific provision of the CWA applicable to the proposed Project is CWA § 402, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a SWPPP and obtain authorization to discharge storm water under an NPDES construction storm water permit.

Temporary Construction-Related Activities

Construction of the proposed Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the City of Rancho Cucamonga (Chapter 19.20), the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin

Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Post-Development Water Quality Impacts

Stormwater pollutants commonly associated with the light industrial land use proposed by the Project include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, sediment, aquatic noxious plants, and oil and grease. Under existing conditions, runoff originating from the Project site is untreated. Based on current receiving water impairments (pursuant to the CWA's § 303(d) list), the Project's pollutants of concern are nutrients, metals, and pathogens (Thienes Engineering, Inc., 2018a, p. 2-2).

Pursuant to the City of Rancho Cucamonga (Municipal Code § 19.20.260), the Project would be required to implement a WQMP to demonstrate compliance with the City's NPDES permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project's Preliminary WQMP, prepared by Thienes, is included as *Technical Appendix H.2* appended to this MND. As identified in *Technical Appendix G.2*, the proposed Project is designed to include on-site, structural source control BMPs (including infiltration basins and on-site storm drain catch basins/inlets with filters) as well as operational source controls (including but not limited to: drainage system maintenance, storm drain system stenciling and signage, and implementation of minimal pesticide use) to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Implementation of the proposed Project's BMPs would improve water quality conditions of on-site runoff as compared to existing conditions. Compliance with the Preliminary WQMP would be required as a condition of Project approval pursuant to Municipal Code § 19.20.260, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.

In addition to the WQMP, the NPDES program also requires certain land uses, including industrial land uses as proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Under the NPDES Industrial General Permit, the Project is required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon the operational activities of the building, and the Project's future building occupant and their operations are not known at this time, details of the SWPPP (including BMPs) or

potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is assured that the Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements during long-term operation. Impacts would be less than significant.

X.b) **Less-than-Significant Impact.** No potable groundwater wells are located on the Project site or are proposed by the Project. The proposed Project would be served with potable water by the Cucamonga Valley Water District (CVWD). The majority of CVWD's water comes from two sources: imports from the MWD and groundwater from the Chino and Cucamonga Basins (CVWD, 2016, p. 6). According to the City's General Plan, the CVWD has sufficient available water resources to adequately supply the Project in addition to past, present, and future commitment to supply water. Additionally, the Project does not propose a General Plan Amendment and would not develop a project with a land use not already anticipated by the CVWD. Further, the Project site is already developed with a warehouse use that receives water service from the CVWD. For these reasons, the proposed Project would not substantially deplete groundwater supplies and the Project's impacts to groundwater supplies would be less-than-significant.

Development of the Project would create a similar impervious surface coverage on the property compared to existing conditions, impervious surfaces reduce the amount of water percolating down into the groundwater basin that underlies the Project site and a large area of the City. However, according to Figure RC-3, *Water Resources*, of the City's General Plan, the Project site is not identified as a recharge basin; therefore, implementation of the Project would not substantially interfere with groundwater recharge (City of Rancho Cucamonga, 2010, Figure RC-3). Additionally, water captured by the proposed Project's infiltration basins and landscaped areas would have the opportunity to percolate into the ground. With buildout of the Project, the local groundwater levels would not be substantially adversely affected. Accordingly, buildout of the Project would not interfere substantially with groundwater recharge.

For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

X.c) Under existing conditions, stormwater sheet flows across the Project site in a southerly direction towards the property to the south. An existing 24-inch-diameter storm drain is located at the intersection of 8th Street and Haven Avenue and connects to a 42-inch-diameter storm drain beneath Haven Avenue. The existing storm drain is designed to convey peak runoff within the Project area during 50-year storm events; however, under existing conditions, Project site sheet flows do not enter the Haven Avenue storm drain. Storm water runoff originating off-site, from properties to the north and northwest generally sheet flow in a southerly direction onto the Project site and ultimately to the southerly property boundary.

i. **Less-than-Significant Impact.** The Project would grade the entire property (with the exception of the area west of the on-site rail spur) and construct one warehouse building and associated improvements, which would change the site's existing ground contours and alter the site's existing, internal drainage patterns.

Upon buildout of the Project, "first flush" storm water flows originating in the western, central, and northern portions of the Project would be captured and diverted into an underground infiltration basin located beneath the western portion of the Project site. The infiltration basin would retain a portion of on-site storm water flows and facilitate percolation into the ground. When the underground infiltration basin reaches capacity, storm water would bypass the basin, be convey easterly, and discharge into the existing storm drain located beneath Haven Avenue. "First flush" storm water flows originating from the easterly and southeasterly passenger vehicle parking lots would be diverted into an underground infiltration basin located below the eastern parking lot. When the underground infiltration basin reaches capacity, storm water would bypass the basin and discharge into the existing storm drain system within Haven Avenue.

Storm water flows originating west of the on-site railway spur would continue to sheet flow to the neighboring property to the south. Off-site runoff originating from 8th Street would be would be captured via proposed catch basins along 8th Street and conveyed southeasterly toward the existing storm drain pipeline located off-site beneath Haven Avenue.

Although the Project would alter the subject property's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Under post-development conditions, and similar to existing conditions, a majority of the site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the Project site would be minimal. Also, as discussed under Threshold X.a, the Project would construct an integrated storm drain system on-site with BMPs to minimize the amount of water-borne pollutants carried from the Project site. The BMPs proposed by the Project and enforced by the Project's Preliminary WQMP, including catch basins/inlets with filters and underground infiltration basins are highly effective at removing sediment from storm water runoff flows. Therefore, storm water runoff flows leaving the Project site would not carry substantial amounts of sediment. Once storm water runoff leaves the Project site, it would be discharged into a storm drain pipe beneath Haven Avenue. Because there are no exposed soils at the Project's discharge points, there is no potential for the Project's storm water runoff to result in erosion as it leaves the Project site. Accordingly, the Project would not result in substantial erosion or siltation on- site or off-site, and a less-than-significant impact would occur.

ii. **Less-than-Significant Impact.** As described above, proposed grading and earthwork activities on the Project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. Under existing conditions, the peak storm water runoff flows discharged from the Project site are not conveyed to the existing storm drain beneath Haven Avenue. However, the storm drain line beneath Haven Avenue is designed to accept flows from the Project site, pursuant to the City of Rancho Cucamonga Comprehensive Storm Drain Plan (CRCCSDP). (Thienes Engineering, Inc., 2018b) Under Project buildout and 100-year storm water conditions, 10.8 cubic feet per second (cfs) of storm water would be discharged to the existing storm drain beneath Haven

Avenue, which is consistent with the Haven Avenue storm drain design set forth by the CRCCSDP. Because the proposed Project is consistent with the applicable master drainage plan, Project implementation would not result in flooding on- or off-site due to the introduction of substantial, unanticipated storm water flows. Impacts associated with flooding would be less than significant.

iii. **Less-than-Significant Impact.** The proposed Project would be consistent with the CRCCSDP and the existing storm drain improvements have sufficient capacity to convey storm water runoff generated by the Project. Additionally, the Project's proposed BMPs would ensure that pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Accordingly, the Project would not create or contribute runoff which would exceed the capacity of any planned storm water drainage system or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

iv. **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C7910H, the Project site is located within "Flood Zone X (unshaded)" which corresponds with areas of minimal flood hazard (i.e., less than 0.2-percent annual chance of flood, also referred to as a 500-year flood zone). (FEMA, n.d.) Therefore, implementation of the proposed Project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows. No impact would occur.

X.d) **No Impact.** As previously stated, according to the FEMA FIRM No. 06071C7910H, the Project site is not located within a special flood hazard zone. The Pacific Ocean is located more than 30 miles southwest of the Project site; consequently, there is no potential for tsunamis to impact the Project site. In addition, the nearest large body of surface water to the site is the Azusa Canyon West Fork Devils Dam, located approximately 18.0 miles northwest of the Project site. (Google Earth, 2018) Due to the distance of Azusa Canyon West Fork Devils Dam from the Project site, a seiche in the Azusa Canyon West Fork Devils Dam would have no impact on the Project site. Because the Project site would not be subject to special flood flows, seiches and/or, tsunamis, the proposed Project does not have the potential to release pollutants due to Project inundation and no impacts would occur.

X.e) **Less-than-Significant Impact.** The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). As such, the Santa Ana Region Basin Plan (herein "Basin Plan") (updated February 2016) is the prevailing water quality control plan for the area. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The Basin Plan describes actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. The RWQCB ensures compliance with the Basin Plan through its issuance of NPDES Permits, issuance of Waste Discharge Requirements (WDR), and Water Quality Certifications pursuant to Section 401 of the Clean Water Act (CWA). In addition, with these requirements, the Project Applicant is required to prepare a Project-specific water quality management plan (WQMP) and hydrology study, which are included as *Technical Appendix H.1* and *Technical Appendix H.2*, respectively. *Technical Appendices H.1* and *H.2* demonstrate that the Project's proposed drainage

plan would meet all applicable requirements of the Basin Plan. A such, the Project would not conflict with the Basin Plan, and impact would be less than significant.

The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies (GSAs) in "high-" and "medium"-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs (DWR, 2019). GSPs are detailed road maps for how groundwater basins will reach long-term sustainability. The California Department of Water Resources (DWR) currently categorizes the Chino and Cucamonga Groundwater Basins as "very low" priority. Therefore, the Chino and Cucamonga Groundwater Basins are not subject to the requirements of the SGMA (DWR, 2018). Furthermore, § 10720.8(a) of the SGMA exempts adjudicated basins (including the Cucamonga Groundwater Basin specifically) from the SGMA's requirement to prepare a GSP (DWR, 2016). Accordingly, the Project has no potential to conflict with or obstruct implementation of a sustainable groundwater management plan.

Based on the foregoing analysis, the Project would not conflict with any water quality control plans or sustainable groundwater management plans, and impacts would be less than significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

XI.a) **No Impact.** The Project site is located in a largely developed area of the City of Rancho Cucamonga that is designated for industrial/commercial development. Redevelopment of the Project site from an existing 20,000 s.f. warehouse building/trucking operation on a disturbed site to a proposed 120,628 s.f. warehouse building its and associated improvements would not physically disrupt or divide the arrangement of an established community. Furthermore, the Project's proposed actions would be in accordance with its assigned General Plan land use district and zoning designation of (i.e., Industrial Park (IP)). The Project would serve, effectively, as an extension of existing industrial development patterns to the west and south. The properties north and northwest of the Project site are physically separated from the Project site by a railway and 8th Street. Therefore, no impact would occur.

XI.b) **No Impact.** Under existing conditions, the Project site is designated for "Industrial Park" land uses by the City of Rancho Cucamonga General Plan and Zoning Map. Additionally, the "Haven Avenue Office" overlay is located immediately east of the Project site and overlays the proposed drive aisle located in the southeast portion of the Project site. The proposed Project would redevelop the subject property in accordance with the underlying land use and development standards and applicable zoning ordinance development standards. Accordingly, the Project would not conflict with the General Plan or Zoning Ordinance. Since the Project would be consistent with the underlying General Plan designation for the site, the Project would not conflict with any applicable goals, objectives, and policies of the SCAQMD AQMP (refer to Threshold III.a) and SCAG RTP/SCS which base their assumptions and analyses upon the full build out of existing General Plans throughout the region. Thus, no impact would occur.

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

XII.a) Less-than-Significant Impact. The California Department of Conservation (DOC) designates the Project site as being located within Mineral Resource Zone (MRZ)-2, which is a zone known to contain significant mineral deposits or have a high likelihood of containing significant deposits (DOC, 2007). However, the mineral resource zone classification assigned by the DOC focus solely on geologic factors and the potential value and marketability of a mineral resource, without regard to existing land use and ownership or the compatibility of surrounding land uses. The City of Rancho Cucamonga General Plan, which establishes the City's plan for the highest and best use of the Project site in consideration of the local land use context, identifies the Project site for industrial land uses. This means that the City has determined that industrial land uses on-site are more valuable to the region than potential mineral extraction uses. In addition, the City's General Plan does not identify any important resource recovery site on- or in proximity to the Project site. Further, the Project site has been developed with warehouse uses since approximately 1959 and has never been used for mineral resource extraction. Therefore, the Project would result in a less-than-significant impact related to the loss of availability to a known mineral resource.

XII.b) No Impact. Please refer to the response to Threshold XII.a, above.

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

A *Noise Impact Analysis* was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. This report is included at *Technical Appendix I* to this MND and its findings are incorporated into the analysis presented herein.

XIII.a) Less-than-Significant Impact with Mitigation Incorporated. Noise generated at the Project site under existing conditions is limited to vehicles traveling to and from the Project site along 8th Street, vehicles traveling along Haven Avenue, vehicle movement and warehouse operations on the Project site, and the railway located north of the Project site. For more information about the existing noise environment surrounding the Project site, refer to *Technical Appendix I*.

Redevelopment of the Project site with a new warehouse building and associated site improvements has the potential to result in the generation of elevated noise levels during both near-term construction activities and under long-term operational conditions. Near-term (i.e., temporary) and long-term (i.e., permanent) noise level increases that would be associated with the Project are described below. In order to analyze the Project noise impacts, Urban Crossroads identified seven representative noise receiver locations at which the Project's anticipated noise generation was compared against. See Figure 4-1, *Noise Receiver Locations*, for the locations of the modeled receptors and refer to *Technical Appendix I* for a detailed description of these receptors.

Impact Analysis for Near-Term Construction Noise

The Project's only potential to cause a substantial temporary or periodic increase in ambient noise levels would occur during the construction phase. Construction activities on the Project site, especially those activities involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. Noise generated by heavy construction equipment,

Source(s): Urban Crossroads (12-06-2018)

Figure 4-1

NOT TO SCALE

NOISE RECEIVER LOCATIONS

including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. However, construction-related noise increases: 1) would be transitory (i.e., varying from day-to-day and throughout the day), 2) would completely cease upon completion of Project construction, and 3) would not represent a recurring, periodic source of noise, although periodic and temporary construction noise has the potential to be substantial compared to existing ambient noise levels. the Project's construction-related activity is required to comply with the City's Noise Ordinance (Municipal Code § 17.66.050).

The City's Noise Ordinance includes a provision that exempts construction activities during any time of day from any maximum noise level limit, which is 65 A-weighted decibels (dBA) when construction is adjacent to residential land uses and 70 dBA when construction is adjacent to industrial uses (City of Rancho Cucamonga, 2018). To calculate Project-related construction noise levels, reference noise measurements were used from similar construction sites. Tables 11-3 through 11-8 of the Project's Noise Study (*Technical Appendix H* to this MND) present the calculated Project-related construction noise levels during each phase of the Project's construction activity, including demolition, site preparation, grading, building construction, paving, and architectural coating. Assuming that these activities occur at the edge of primary construction activity nearest each sensitive receptor location, Project-related construction activities would generate noise levels in exceedance of local standards at three receptor locations (R3, R4, and R6) as presented on Table 4-7, *Construction Noise Levels (Without Mitigation)*.

Table 4-7 Construction Noise Levels (Without Mitigation)

Receiver Locations[1]	Land use	City's Construction Noise Threshold[3] (dBA L_{eq})	Highest Levels[2] (dBA L_{eq})	Exceed Threshold?[4]
R1	Residential	65	53.6	No
R2	Residential	65	56.7	No
R3	Residential	65	**69.9**	**Yes**
R4	Industrial Park	70	**81.4**	**Yes**
R5	Industrial Park	70	53.7	No
R6	Industrial Park	70	**74.4**	**Yes**
R7	Industrial Park	70	64.6	No

Source: (Urban Crossroads, 2018d, Table 11-9)
1. See Figure 4-1 for the receiver and noise locations.
2. Estimated construction noise levels during peak operating conditions
3. Threshold applies to any time of day.
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?
Bold= threshold exceeded

As shown on Figure 4-1, receptor location R3 is a non-conforming, single-family home located approximately 63.0 feet east of the Project site. Construction-related noise levels at location R3 would exceed 65 dBA Leq (the significance threshold for residential uses) during grading activities and paving activities. Receptor location R4 is the muffler shop located immediately east of the Project site. Construction-related noise levels at location R4 would exceed 70 dBA Leq (the significance threshold for industrial uses) during all phases of the Project's construction. Receptor location R6 is located immediately south of the Project site and represents the industrial chemicals operation to the south. Construction-related noise levels at location R6 would exceed 70 dBA Leq (the significance threshold for industrial uses) during grading activities and paving activities.

In order for the Project to reduce construction noise levels to less-than-significant levels, mitigation is required. Implementation of Mitigation Measure MM N-1 would require the installation of a minimum 10-foot high temporary noise barrier to mitigate impacts to receiver locations R3 and R4 and a minimum 6-foot high temporary noise barrier for receiver location R6 as shown in Figure 4-2, *Construction Noise Attenuation Barrier Locations*. As shown on Table 4-8, *Construction Noise Levels (With Mitigation*), implementation of MM N-1 would reduce the Project's construction noise levels to levels compliant with the standards established by the City's Noise Ordinance, and a less-than-significant impact would occur (Urban Crossroads, 2018d, p. 65).

Table 4-8 Construction Noise Levels (With Mitigation)

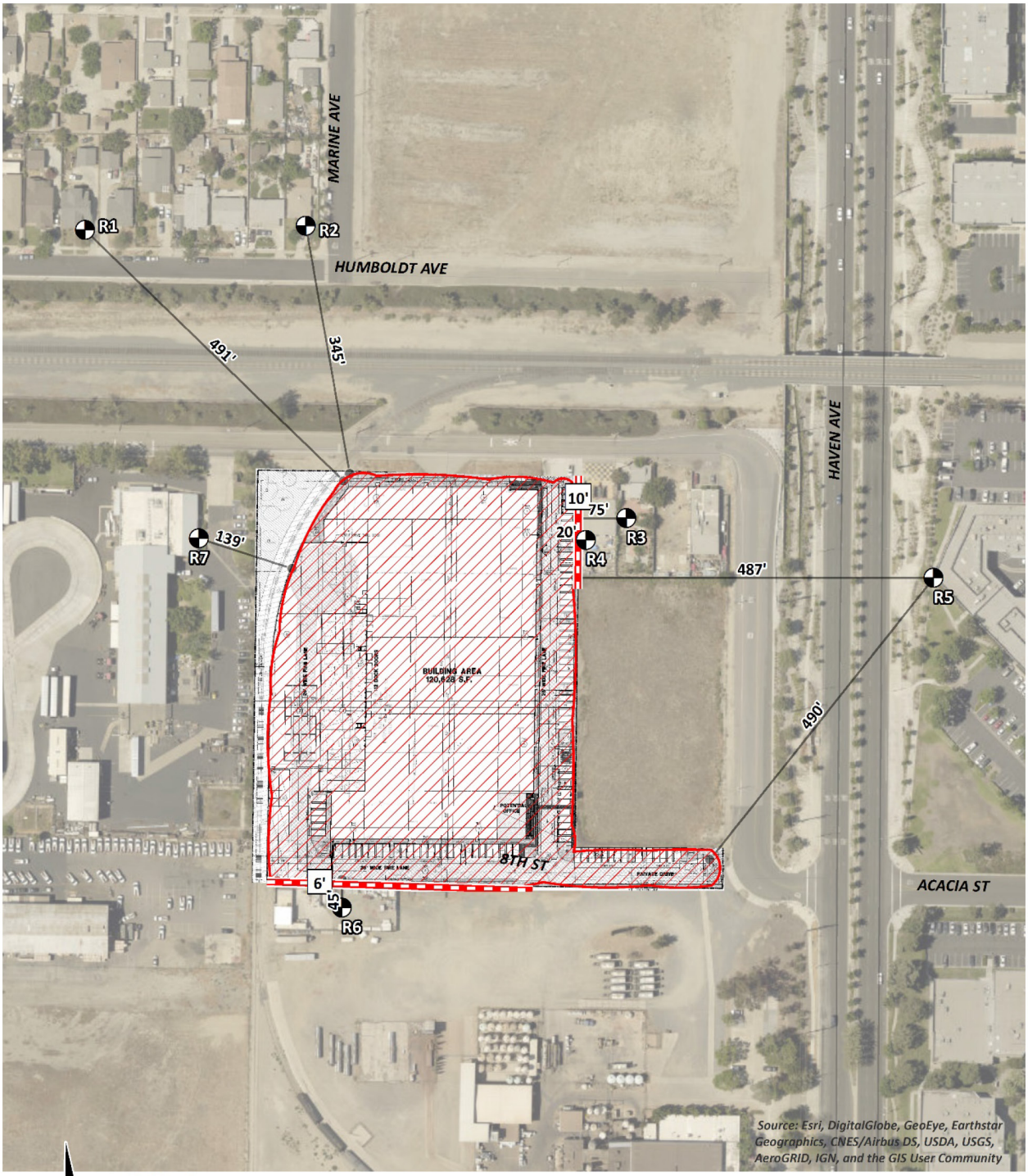
Receiver Location[1]	Land Use	Threshold (dBA L_{eq})	Temporary Barrier Height (feet)	Construction Noise Level[2,3](dBA L_{eq})	Threshold Exceeded?[4]
R1	Residential	65	N/A	N/A	No
R2	Residential	65	N/A	N/A	No
R3	Residential	65	10	59.8	No
R4	Industrial Park	70	10	69.3	No
R5	Industrial Park	70	N/A	N/A	No
R6	Industrial Park	70	6	69.8	No
R7	Industrial Park	70	N/A	N/A	No

Source: (Urban Crossroads, 2018d, Table 11-9)
1. See Figure 4-1 for the receiver and noise locations.
2. Temporary noise barrier attenuation calculation provided in Appendix 11.1 of *Technical Appendix I*
3. See Table 4-6 for previous highest construction noise levels
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?

Impact Analysis for Long-term Stationary Operational Noise

According to the City's Municipal Code § 17.66.050, the maximum allowable exterior sound levels are as follows: 65 dBA L_{eq} during the day (7:00 am to 10:00 pm) and 60 dBA L_{eq} at night (10:00 pm to 7:00 am) for residential uses; 70 dBA L_{eq} during the day and 65 dBA L_{eq} at night for commercial uses; and 70 dBA L_{eq} any time of day for industrial uses. These standards are not to be exceeded for a cumulative period of 15 minutes in any one hour; or the basic noise level standard plus 5 dBA L_{eq} for a cumulative period not more than 10 minutes in any one hour; or the basic noise level standard plus 14 dBA L_{eq} for a cumulative period nor more than 5 minutes in any one hour; or the basic noise level standard plus 15 dBA L_{eq} at any time (City of Rancho Cucamonga, 2018).

Using reference noise levels collected from other warehouse facilities in the Inland Empire area – which include noise associated with idling trucks, delivery truck activities, parking, backup alarms, and HVAC equipment Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site. Refer to *Technical Appendix I* for a detailed description of the methodology used to calculate the Project's operational noise levels. As shown on Table 4-9, *Operational Noise Level (Without Mitigation)*, the operational noise levels expected to be generated by the Project would not exceed the City of Rancho Cucamonga exterior noise level standards at nearby noise-sensitive and industrial uses.



Source(s): Urban Crossroads (12-06-2018)

NOT TO SCALE

Figure 4-2

CONSTRUCTION NOISE ATTENUATION BARRIER LOCATIONS

Table 4-9 Operational Noise Level (Without Mitigation)

Receiver Locations[1]	Land Use	Noise Level at Receiver Locations (dBA L_{eq})[2]	Threshold		Threshold Exceeded?[3]	
			Daytime (dBA L_{eq})	Nighttime (dBA L_{eq})	Daytime	Nighttime
R1	Residential	42.9	65	60	No	No
R2	Residential	44.7	65	60	No	No
R3	Residential	47.6	65	60	No	No
R4	Industrial Park	52.1	70	70	No	No
R5	Industrial Park	35.4	70	70	No	No
R6	Industrial Park	45.5	70	70	No	No
R7	Industrial Park	54.0	70	70	No	No

Source: (Urban Crossroads, 2018d, Table 10-3)
1. See Figure 4-1 for the receiver and noise locations.
2. Estimated Project operational noise level as shown on Table 10-2 of Noise Impact Analysis report
3. Do the estimated Project operational noise levels meet the operational noise level thresholds?
"Daytime" = 7:00 am to 10:00 pm, "Nighttime" = 10:00 pm to 7:00 am

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of Project-generated increases in noise levels that take into account the ambient noise environment. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative exposure metrics, such as the average-daily noise level (i.e., Community Noise Equivalent Level [CNEL]). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this analysis, when the ambient noise environment is less than 60 dBA CNEL, a 5 dBA or more increase (i.e., "readily perceptible") resulting from Project-related noise is considered cumulatively considerable when noise sensitive receptors are affected. Where the ambient noise levels range from 60 to 65 dBA CNEL, a 3 dBA or more increase (i.e., "barely perceptible") resulting from Project-related noise is considered cumulatively considerable when noise sensitive receptors are affected. In areas where the ambient noise levels exceed 65 dBA CNEL, a 1.5 dBA or more increase resulting from Project-related noise is considered cumulatively considerable when noise sensitive receptors are affected (Urban Crossroads, 2018d, p. 26).

As summarized in Table 4-10, *Operational Noise Level Contributions*, the Project would not contribute substantial noise at nearby sensitive receptors during daytime (7:00 am to 10:00 pm) or nighttime (10:00 pm to 7:00 am). Accordingly, the Project would not contribute to a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Impacts would be less-than-significant.

Traffic-Related Noise Impacts

The Project would result in a net reduction in total vehicle trips from the Project site compared to the existing use. The Project is expected to result in 97 fewer vehicle trips generated per day than those currently generated under existing conditions; accordingly, the reduced Project trips are anticipated to result in lower off-site traffic noise levels. The Project-related off-site traffic noise level increases are not expected to exceed the FICON significance criteria (Urban Crossroads, 2018d, p. 39). Therefore, long-term

operation of the proposed Project would not generate a substantial permanent increase in off-site, traffic-related noise levels. The Project's traffic-related noise impacts would be less-than-significant.

Table 4-10 Operational Noise Level Contributions

Daytime: 7:00 am to 10:00 pm

Receiver Locations[1]	Total Project Operational Noise Level (dBA L_{eq})[2]	Measurement Locations[3]	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient (dBA L_{eq})	Project Contribution (dBA L_{eq})	Threshold Exceeded?
R1	42.9	L3	56.5	56.7	0.2	No
R2	44.7	L3	56.5	56.8	0.3	No
R3	47.6	L3	56.5	57.0	0.5	No
R4	52.1	L3	56.5	57.9	1.4	No
R5	35.4	L4	67.9	67.9	0.0	No
R6	45.5	L4	67.9	67.9	0.0	No
R7	54.0	L3	56.5	58.4	1.9	No

Source: (Urban Crossroads, 2018d, Table 10-4)
1. See Figure 4-1 for receiver and noise locations.
2. Total Project operational noise levels as shown on Table 4-8.
3. Reference noise level measurement locations as shown on Exhibit 5-A in *Technical Appendix I*

Nighttime: 10:00 pm to 7:00 am

Receiver Locations[1]	Total Project Operational Noise Level (dBA L_{eq})[2]	Measurement Location[3]	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient (dBA L_{eq})	Project Contribution (dBA L_{eq})	Threshold Exceeded?
R1	42.9	L3	54.4	54.7	0.3	No
R2	44.7	L3	54.4	54.8	0.4	No
R3	47.6	L3	54.4	55.2	0.8	No
R4	52.1	L3	54.4	56.4	2.0	No
R5	35.4	L4	65.6	65.6	0.0	No
R6	45.5	L4	65.6	65.6	0.0	No
R7	54.0	L3	54.4	57.2	2.8	No

Source: (Urban Crossroads, 2018d, Table 10-5)
1. See Figure 4-1 for receiver and noise locations.
2. Total Project operational noise levels as shown on Table 4-8.
3. Reference noise level measurement locations as shown on Exhibit 5-A in *Technical Appendix I*

Mitigation Measure:

MM N-1: Prior to the commencement of demolition or grading, the City of Rancho Cucamonga shall verify that a minimum 10-foot high temporary noise barrier is constructed along the northeast boundary of the Project site and a minimum 6-foot high temporary noise barrier is constructed along the proposed southern vehicle parking lot, as shown on Exhibit 11-A of the Project's Noise Study. The barriers shall provide a minimum transmission loss of 20 dBA and must present a solid face from top to bottom. The noise barriers shall be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent. The noise barriers must be maintained and any damage must be repaired promptly. The 10-foot high temporary noise barrier installed along the northeast boundary of the Project site shall be removed at the conclusion

of grading and paving activity, or at any time the existing non-conforming residential home located approximately 65 feet east of the Project site becomes permanently unoccupied. The 6-foot high temporary noise barrier installed along the proposed southern vehicle parking lot shall be removed following the conclusion of all construction activity.

XIII.b) Less-than-Significant Impact. The proposed Project's impacts related to groundborne vibration during Project-construction and operation are presented below:

Impact Analysis for Near-term Construction Vibration

Construction activities on the Project site would utilize heavy equipment that has the potential to generate low levels of intermittent, localized ground-borne vibration. Refer to *Technical Appendix I* for a detailed description of the methodology used to calculate construction vibration levels.

The Caltrans building damage threshold is applied herein as the significance threshold, which is peak particle velocity (PPV) of 0.5 inches per second (0.5 in/sec PPV)) for industrial uses and the PPV thresholds for noise-sensitive residential receiver locations are 0.3 in/sec PPV for building damage and 0.04 in/sec PPV for annoyance. Vibration levels from Project-related construction activities were calculated at seven representative receiver locations near the Project site (see Figure 4-1 for receiver locations). As depicted on Table 4-11, *Construction Vibration Levels (Without Mitigation)*, Project construction vibration levels would not exceed the Caltrans significance vibration thresholds (Urban Crossroads, 2018d, p. 66). Accordingly, the Project's near-term construction activities would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Thus, impacts would be less-than-significant.

Table 4-11 Construction Vibration Levels (Without Mitigation)

Receiver Locations[1]	Land Use	Peak Vibration (in/sec)[2]	Threshold		Threshold Exceeded?[3]	
			Building Damage (in/sec)	Annoyance (in/sec)	Building Damage	Annoyance
R1	Residential	0.001	0.3	0.04	No	No
R2	Residential	0.002	0.3	0.04	No	No
R3	Residential	0.017	0.3	0.04	No	No
R4	Industrial Park	0.124	0.5	N/A	No	No
R5	Industrial Park	0.001	0.5	N/A	No	No
R6	Industrial Park	0.037	0.5	N/A	No	No
R7	Industrial Park	0.007	0.5	N/A	No	No

Source: (Urban Crossroads, 2018d, Table 11-10)
1. See Figure 4-1 for the receiver and noise locations.
2. Based on Vibration Source Levels of Construction Equipment included on Table 6-2 of *Technical Appendix I*
3. Does the peak vibration exceed the vibration level thresholds?

Impact Analysis for Long-term Operational Vibration

Under long-term conditions, the proposed Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible groundborne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low-to-normal speeds on smooth, paved surfaces- as expected on the Project site and on surrounding

roadways- typically do not exceed 0.004 in/sec PPV, which is lower than the Caltrans vibration thresholds of 0.3 in/sec PPV for building damage and 0.04 in/sec PPV annoyance (Urban Crossroads, 2018d, p. 53). Accordingly, long-term operation of the Project would not expose persons or generate excessive groundborne vibration or groundborne noise levels and a less-than-significant impact would occur.

XIII.c) **No Impact.** The Project site is located within the ONT ALUCP; however, the Project site is located approximately 2.15 miles north of the ONT. Accordingly, due to the Project site's distance from the airport, the proposed Project would not expose people residing or working in the Project area to excessive noise levels. Additionally, there are no private airfields or airstrips in the vicinity of the Project site. Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impacts would occur.

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

XIV.a) No Impact. The Project would not involve the development of any residential uses and would not result in a direct increase in the residential population in the City. The Project would redevelop the subject property in accordance with the land use designation applied to the site by the City of Rancho Cucamonga General Plan (i.e., Industrial Park). Accordingly, the proposed Project would not result in growth that was not already anticipated by the City of Rancho Cucamonga General Plan and evaluated by the City of Rancho Cucamonga General Plan FEIR. Furthermore, the Project site is already developed with a warehouse building, existing public roadways and utility infrastructure already to serve the property. The Project would improve 8th Street along its frontage and would connect existing utility infrastructure. In doing so, the Project would be in conformance with the General Plan and applicable infrastructure master plans. For these reasons, the Project and its required improvements would not induce direct or indirect growth in the area and impacts would be less-than-significant.

XIV.b) No Impact. The Project site does not contain housing and no people live on the Project site under existing conditions. Accordingly, implementation of the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?	☐	☐	☐	☒

XV.a) Less-than-Significant Impact. Fire protection services to the Project site are provided by the Rancho Cucamonga Fire Protection District (RCFPD). The Project site is served by City of Rancho Cucamonga Fire Station No. 172, located at 9612 San Bernardino Road (approximately 2.2 roadway miles northwest of the Project site) and City of Rancho Cucamonga Fire Station No. 174, located at 11297 Jersey Avenue (approximately 1.6 roadway miles east of the Project site). Because the Project site is currently occupied by an existing warehouse and trucking operation that requires fire protection services, and based on the Project site's proximity to two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. The Project is required to comply with the provisions of the City of Rancho Cucamonga Fire Protection District Fee Ordinance (Ordinance No. FD 56), which requires a fee payment that the City applies to the funding of fire protection planning, fire prevention services, inspections, permit issuance, standby personnel, and emergency operations. Mandatory compliance with Ordinance No. FD 56 would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out.

The Project would feature a minimum of fire safety and fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed building would be of concrete tilt-up construction that contains a low fire hazard risk rating. In addition, a fire alarm system is proposed to be installed, as well as ESFR (Early Suppression, Fast Response) ceiling mounted fire sprinklers. ESFR provides protection that exceeds that of in-rack systems. ESFR high output, high volume systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to provide the necessary fire protection for warehouse buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its source.

Based on the foregoing, the proposed Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be less-than-significant.

XV.b) **Less-than-Significant Impact.** Police protection services are provided to the Project site by the Rancho Cucamonga Police Department (RCPD). The nearest police station to the Project site is the Rancho Cucamonga Police Department located at 10510 Civic Center Drive, Rancho Cucamonga (approximately 1.5 roadway miles north of the Project site). The Project site is currently occupied by an existing warehouse and trucking operation that requires police protection services. Although the Project would introduce a new warehouse building and employees and visitors to the Project site, which could result in an incremental increase in demand for police protection services, the proposed Project is not anticipated to require or result in the construction of new or physically altered police facilities. The Project Applicant would be required to comply with the provisions of the City of Rancho Cucamonga Police Impact Fee Ordinance (Ordinance No. 865), which requires a fee payment that the City applies to the funding of police services, facilities, and equipment. Furthermore, property tax revenues generated from redevelopment of the site would provide funding to offset potential increases in the demand for police services at Project build-out. Additionally, the project would include uniform site lighting to increase security throughout the pedestrian and automobile parking areas as well as in the secured truck yards. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would therefore be less than significant.

XV.c) **Less-than-Significant Impact.** The Project would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The proposed Project is not expected to draw a substantial number of new residents to the region and would, therefore, not indirectly generate school-aged students requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct demand for additional public-school services, the Project Applicant would be required to contribute development impact fees to the Cucamonga School District and Chaffey Joint Union High School District in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits. Impacts to public schools would be less than significant.

XV.d) **No Impact.** As discussed under Thresholds XVI.a and XVI.b below, the Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Implementation of the Project would not adversely affect any park facility and no impacts would occur.

XV.e) **No Impact.** The Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, public health facilities, and/or animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
Would the project:				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

XVI.a) No Impact. The Project would redevelop the subject property with one warehouse building. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur and no further analysis of this subject is required.

XVI.b) No Impact. The Project does not involve the construction of any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION				
Would the project				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

A *Trip Generation Evaluation* was prepared for the Project by Urban Crossroads to evaluate the potential circulation system deficiencies that may result from redevelopment of the Project site and to recommend improvements to achieve acceptable circulation system operational conditions. This report is included as *Technical Appendix J* to this MND and its findings are incorporated into the analysis presented herein.

It should be noted that at the time Urban Crossroads prepared the *Trip Generation Evaluation*, the Project was designed to provide 120,720 s.f. of warehouse space. However, as currently proposed, the Project would provide up to 120,628 s.f of warehouse space, which is 92 s.f. less than what was assumed by the *Trip Generation Evaluation*. Accordingly, the trip generation calculations shown below, and in *Technical Appendix J*, provide for a more conservative (i.e., overstated/higher impact) metric when analyzing the Project's potential traffic impacts.

XVII.a) Less-than-Significant Impact. The proposed Project's impacts to the City's circulation system are discussed below.

Project Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Based on the land use-specific vehicle trip generation rates published by the Institute of Transportation Engineers (ITE), the Project is calculated to generate 210 daily vehicle trips, including 21 trips during the AM peak hour and 23 trips during the PM peak hour (Urban Crossroads, 2018b, Table 3).

Of the Project's 210 daily vehicle trips, 42 trips would be from trucks with two or more axles. In conformance with standard traffic engineering practices in Southern California, the Project's daily vehicle trips were converted to a passenger car equivalent (PCE). PCE factors allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit (i.e., the passenger car), for purposes of capacity and LOS analyses. A PCE factor of 1.5 was applied to two-axle truck trips, a factor of 2.0 was applied to three-axle truck trips, and a factor of 3.0 was applied to four plus-axle truck trips. After converting Project trips to PCE, the Project is calculated to produce an estimated 275 PCE, including 27 PCE trips during the AM peak hour and 28 trips during the PM peak hour (Urban Crossroads, 2018b, Table

3). The Project's PCE vehicle trips were used for purposes of determining the Project's potential effect on the circulation system. For more information about the Project's trip generation, refer to *Technical Appendix J*.

As shown in Table 4-12, *Trip Generation Comparison*, the proposed Project would generate 5 fewer net PCE trips in the AM peak hour and 23 fewer net PCE trips in the PM peak hour, and 269 fewer net PCE trip-ends per day compared to the existing on-site warehouse trucking facility. Therefore, because traffic would be reduced, a detailed evaluation is not needed.

Table 4-12 Trip Generation Comparison

Project	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles)							
Proposed	16	5	21	6	17	23	210
Existing	13	8	21	12	12	24	307
VARIANCE	3	-3	0	-6	5	-1	-97
Trip Generation Summary (PCE)							
Proposed	21	6	27	7	21	28	275
Existing	15	17	32	27	24	51	544
VARIANCE	6	-11	-5	-20	-3	-23	-269

Source: (Urban Crossroads, 2018b, Table 4)

The Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system during projected near-or long-tern development conditions. The Project would result in a less-than-significant impact to the local circulation system and no mitigation would be required.

The Project would contribute fewer than 50 two-way peak hour trips to the I-10 and I-15, which are part of the CMP roadway network and are the nearest freeway facilities to the Project site (SANBAG, 2016, p. 2-5). Projects that contribute fewer than 50 two-way peak hour trips to a freeway do not exceed Caltrans' typical screening threshold for requiring an analysis of potential impacts to freeway mainline segments because when a project's peak hour trips are less than 50, they become unrecognizable from other traffic on the State highway system. Further, the Project is calculated to generate less traffic than the existing on-site warehouse, which operates as a trucking facility. Accordingly, the Project would not contribute substantial traffic to the I-10 and I-15 mainline segments and impacts to these freeway facilities would be less than significant.

Based on the foregoing analysis, the Project would not conflict with the applicable CMP and impacts would be less-than-significant.

XVII.b) No Impact. Updates to the CEQA Guidelines were approved by the State on December 28, 2018 which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. Updates to the CEQA Guidelines included the addition of CEQA Guidelines Section 15064.3, of which subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile Vehicle Miles Travelled (VMTs) as the metric. As such, by way of requiring an analysis of a

project's potential to conflict with or be inconsistent with the newly added CEQA Guidelines Section 15064.3 subdivision (b), the newly added Threshold b requires an evaluation of impacts based on Vehicle Miles Travelled (VMTs) instead of Level of Service (LOS) criteria, as required by California SB 743. LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, SB 743 was passed, which is intended to balance the need for a LOS evaluation for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. As a component of OPR's revisions to the CEQA Guidelines in December 2018, lead agencies will be required to adopt VMT thresholds of significance by July 2020. At the time this MND was prepared, a VMT metric was not published by OPR, and the City of Ranch Cucamonga in its capacity as Lead Agency, as well as surrounding local agencies in which the Project's traffic would circulate, use LOS as the significance criteria for evaluating a Project's traffic impacts. For this reason, as detailed in the response to Threshold a, a LOS metric and not a VMT metric is appropriately used in this MND to evaluate the Project's transportation-related impacts. As such, there is no potential for the Project to conflict with CEQA Guidelines Section 15064.3, subdivision (b), since a LOS metric and not a VMT metric is used in this MND to evaluate the Project's transportation impacts. No impact would occur.

XVII.c) Less-than-Significant Impact. City staff reviewed the Project's application materials and determined that no unsafe design features are proposed as part of the Project. All improvements planned as part of the Project would be in conformance with applicable City of Rancho Cucamonga standards and would not result in any hazards due to a design feature. Additionally, the proposed Project would be compatible with existing and planned land uses in the surrounding area and would not substantially increase safety hazards due to incompatible uses. Thus, impacts would be less than significant.

XVII.d) Less-than-Significant Impact. The Project would construct one warehouse building on the Project site, which would require the need for emergency access to-and-from the site. During the course of the City of Rancho Cucamonga's review of the proposed Project, the City confirmed that the Project would provide adequate access to-and-from the Project site for emergency vehicles. The City also confirmed the layout of the Project's proposed warehouse building, drive aisles, parking lots, and truck courts was sufficient to provide adequate on-site circulation for emergency vehicles. The Project's proposed driveways would connect directly to 8th Street, and the Project does not propose any changes to public roads other than frontage improvements along 8th Street at the Project site's northern and southeastern boundaries, which are designed to improve local traffic circulation. Furthermore, the City of Rancho Cucamonga will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during temporary construction activities. Impacts would be less than significant.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
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 § 5020.1(k)?	☐	☐	☒	☐
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 § 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

XVIII.a) Less-than-Significant Impact.
XVIII.b) Less-than-Significant Impact.

Based on an archival records search performed by BFSA, one historical resource was found on-site, a railway spur of the ATSF rail road that traverses the western boundary of the site. However, the railway is not listed in the California Register of Historical Resources or in the City's local register of historical resources. No cultural or prehistoric archaeological resources were recorded on the Project site or have been previously recorded within the Project site's immediate vicinity.

The Project is subject to compliance with Assembly Bill 52 (AB 52). The primary purpose of AB 52 is to establish a consultation process between potentially affected Native American tribes and CEQA lead agencies that aims to identify tribal cultural resources that would potentially be impacted by a proposed project.

No known tribal cultural resources are located on surface of the Project site. During the AB 52 consultation process for this MND, the City of Rancho Cucamonga was contacted by two Native American tribes, the Gabrieleno Band of Mission Indians – Kizh Nation and the San Manuel Band of Mission Indians, indicating that these tribes have a traditional use area that encompasses the Project site, in which tribal cultural resources have the potential to be located below the ground surface and uncovered during Project-related ground-disturbing construction activities. Accordingly, implementation of the Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource(s) as defined in Public Resources Code Section 21074 during construction. Mitigation would be required.

Implementation of MM TR-1 through MM TR-5 would ensure the proper identification and subsequent treatment of any tribal cultural resources that may be encountered during ground-disturbing activities associated with the Project's implementation. Therefore, with implementation of MM TR-1 through MM TR-5, the Project's potential impacts related to tribal cultural resources would be reduced to less-than-significant levels.

Mitigation Measure:

MM TR-1: The applicant shall contact the Gabrieleno Band of Mission Indians – Kizh Nation (GBMI-KN) to discuss Tribal Monitoring of the project during all ground disturbing activities, and any trenching below the initial grade level, to ensure that cultural resources that may be encountered during ground disturbances are protected and preserved for study. The monitor(s) must be approved by the Tribal Representatives and will be present on-site during ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, and Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources. The applicant shall submit the results of these consultations to the City prior to issuance of grading permits for the project site.

MM TR-2: In the event that human remains, or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5, and that code shall be enforced for the duration of the project.

Prior to the start of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor will then notify the Qualified Archaeologist and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe(s) will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe(s) will work closely with the Qualified

Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe(s), documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe(s) for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes 4 or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe(s) regarding avoidance of all cemetery sites. Once complete, a final report of all activities are to be submitted to the NAHC. The Tribe(s) do NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

MM TR-3: In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeologist shall contact the GBMI-KN and the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) for input regarding the preservation, retention and final disposition of any discovered cultural resources. The archaeologist shall prepare a mitigation plan and technical resources management report, which shall document the inventory, evaluation, and proposed mitigation of resources within the project area. Additionally, the GBMI-KN and SMBMI will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist and Native Monitor. If the resources are Native American in origin, the GBMI-KN and SMBMI shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribes will request reburial or preservation for educational purposes. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or has a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Project Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the San Bernardino County Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

MM TR-4: In the event that significant Native American historical resources, as defined by CEQA, are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a

cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to the GBMI-KN and SMBMI for review and comment.

All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a GBMI-KN and/or SMBMI Tribal Participant(s).

The Lead Agency and/or Project Applicant shall, in good faith, consult with GBMI-KN and SMBMI on the disposition and treatment of any artifacts or other cultural materials encountered during the life of the Project's construction activities.

MM TR-5: Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner/Developer, as deemed appropriate. Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.

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

XIX.a) Less-than-Significant Impact. The proposed Project's impacts related to water, wastewater treatment facilities, storm water drainage, electric power, natural gas, and telecommunications facilities are discussed below.

Water and Wastewater Treatment Facilities

The Project would construct an on-site network of water and sewer pipes that would connect to existing water and sewer lines beneath Haven Avenue. The installation of water and sewer line connections as proposed by the Project would result in on-site physical impacts; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. In the instance where a significant impact has been identified for the Project's construction phase (noise), a mitigation measure is recommended to reduce impacts to less-than-significant levels. The construction of water and sewer lines necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this MND. Accordingly, additional mitigation measures beyond that identified in this MND would not be required.

Wastewater generated by the Project would be conveyed by the City and CWVD and processed by the CVWD and Inland Empire Utilities Agency (IEUA). Based upon CVWD's wastewater generation rate of 3,000 gallons per day (gpd) per acre for industrial park land uses, the proposed Project would generate approximately 15,900 gallons (0.013 million gallons) of waste water per day (3,000 gpd per acre x 5.3 Project acres) (CVWD, 2003). Additionally, this is a conservative assessment given that the Project site contains an operational warehouse facility under existing conditions. Wastewater generated from the Project site would be treated at IEUA Regional Water Recycling Plant No. 1 (RP-1) and RP-4. Under existing conditions, RP-1 has the capacity to treat 44.0 million gallons per day (mgd) and RP-4 has the capacity to treat 14 mgd (IEUA, 2018). Implementation of the Project would utilize approximately 0.0003% of the RP-1 treatment capacity (0.013 mgd ÷ 44.0 mgd) or 0.0009% of the RP-4 treatment capacity. Accordingly, the RP-1 and RP-2 has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's project sewer demand, impacts would be less-than-significant.

Storm Water Drainage Facilities

The Project would involve the construction of storm water drainage facilities, including underground infiltration basins, storm drain pipes, and catch basins. The construction of storm water drainage facilities proposed by the Project would result in physical impacts to the surface and subsurface of the Project site, as well as physical impacts within 8th Street and within the intersection of 8th Street and Haven Avenue. These impacts are considered to be part of the Project's construction phase and are evaluated throughout the MND accordingly. In the instance where a potentially significant impact may occur during the Project's construction phase (noise), such potential impact has been identified under the appropriate issue area in this MND. The construction of storm drain infrastructure as necessary to serve the proposed Project would not result in any potentially-significant physical effects on the environment that are not already identified and disclosed as part of this MND. The Project's impact would be less-than-significant.

Electric Power, Natural Gas, and Telecommunications Facilities

Under existing conditions, the Project site is provided electrical service by Southern California Edison (SCE), natural gas service by Southern California Gas Company (SoCal Gas), and telecommunication service by Verizon. Connections to the existing utility networks are available in the Project area and any off-site improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and have been evaluated throughout this MND. Where necessary, mitigation measures have been identified to reduce impacts to a level below significance. Because the Project site has been previously developed with a warehouse facility which requires electric power, natural gas, and telecommunication services, implementation of the proposed Project is not anticipated to limit the ability of SCE, SoCal Gas, or Verizon to provide service to the proposed Project. Therefore, the proposed Project would not require or result in the construction or expansion of new facilities and impacts would be less than significant.

XIX.b) Less-than-Significant Impact. CVWD is responsible for supplying potable water to the Project site and its service area. As discussed in the 2015 CVWD Urban Water Management Plan, herein incorporated by reference as the "UWMP" (available for review at www.cvwdwater.com/189/Reports-Studies-Regualtions), which applies to and was adopted by the CVWD, adequate water supplies are projected to be available to meet the CVWD's estimated water demand through 2035 under normal, historic single-dry and historic multiple-dry year conditions (CVWD, 2015, pp. 59-60). CVWD forecasts for projected water demand are based on the population projections of the SCAG, which rely on the adopted land use designations contained within the general plans that cover the geographic area within CVWD's service. Because the Project would be consistent with the City of Rancho Cucamonga General Plan land use designation for the site, the water demand associated with the Project was considered in the demand anticipated by the 2015 UWMP and analyzed therein. As stated above, the CVWD expects to have adequate water supplies to meet all its demands until at least 2035; therefore, the CVWD has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. The Project's impact would be less-than-significant.

XIX.c) Less-than-Significant Impact. Under existing conditions, the Project site is developed with a warehouse for trucking operations, which requires wastewater treatment. Additionally, the CVWD's existing wastewater treatment facilities have adequate capacity to serve the Project site's existing warehouse and trucking operation. As discussed under Threshold XIX.a, the CVWD's wastewater generation rate is calculated based on acreage; therefore, redevelopment of the Project site would not result in a net increase in wastewater generation because the proposed Project would not alter the Project site's acreage. As such, the CVWD's existing wastewater treatment facilities are anticipated to have adequate capacity to serve the proposed Project's projected demand in addition to its existing commitment and impacts would be less than significant.

XIX.d) Less-than-Significant Impact. Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with mandatory waste reduction requirements as described below in Threshold XIX.g. The city of Rancho Cucamonga's solid waste services is provided by the City of Rancho Cucamonga and the County of San Bernardino Solid Waste Management Division. The City and County contracts its solid waste collection and transport with Burrtec Waste Industries, Inc. (Burrtec), a private hauling firm (City of Rancho Cucamonga, 2010, p. 4.17-9). Solid waste generated by the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF) located at 13373 Napa Street, Fontana. Solid waste not diverted is primarily disposed of at the Mid-Valley Landfill.

The Mid-Valley Landfill is permitted to accept a maximum of 7,500 tons of solid waste per day. In November 2017, the most recent time period for which disposal data was publicly available, the Mid-Valley Landfill was receiving an average of 3,500 tons of waste per day, which is approximately 46.7% of the facility's maximum permitted daily intake. The Mid-Valley Landfill has available capacity until at least the year 2033; however, future landfill expansion opportunities exist at this site. (CalRecycle, 2018a)

Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded demolition materials and packaging. Based on the size of the Project (i.e., 120,628 s.f., building)

and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per s.f. for non-residential uses, approximately 262 tons of waste is expected to be generated during the Project's construction phase ([120,628 s.f. x 4.34 pounds per s.f.] / 2,000 pounds per ton = ~262 tons) (EPA, 2009, p. 10). California Assembly Bill 939 (AB 939) requires that a minimum of 50% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 131 tons during its construction phase. The Project's construction phase is estimated to last for approximately 245 days; therefore, the Project is estimated to generate approximately 0.53 tons of solid waste per day requiring landfill during construction.

Non-recyclable construction waste generated by the Project would be disposed at the Mid-Valley Landfill. As described above, the Mid-Valley Landfill receives well below its maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, Mid-Valley Landfill is not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The Mid-Valley Landfill has sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 0.86 tons of solid waste per day ([[1.42 pounds / 100 s.f.] x 120,628 s.f.]/ 2,000 pounds = 0.86 tons per day). Under existing conditions, the warehouse and trucking operations generate approximately 0.14 tons of solid waste per day ([[1.42 pounds / 100 s.f.] x 20,000 s.f.] / 2,000 pounds = ~ 0.14 tons per day). Implementation of the Project would result in an approximately 0.72-ton net increase in solid waste generation. Although implementation of the Project would increase the amount of solid waste generated at the Project site, the proposed Project's projected solid waste would be below Mid-Valley Landfill's maximum permitted daily disposal volume. Additionally, pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of 0.43 tons of solid waste per day requiring landfilling (0.86 tons per day x 50% = 0.43 tons per day). (CA Legislative Information, 2015)

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the Mid-Valley Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's long-term operational activities would be less than significant.

XIX.e) Less-than-Significant Impact. The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling,

composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the City of Rancho Cucamonga adopted the California Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the City implements to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates (City of Rancho Cucamonga, 2010, p. PF-24).

In order to assist the City of Rancho Cucamonga and County of San Bernardino in achieving the mandated goals of the Integrated Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. (CA Legislative Information, 2005) Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week (CA Legislative Information, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

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

XX.f) According to Figure PS-1, *Fire Hazard Severity Zones*, of the City's General Plan, the Project site is not located in or near a State responsibility area (SRA) of land classified as a very high fire hazard severity zone (VHFHSZ) (City of Rancho Cucamonga, 2010, Figure PS-1) Therefore, the proposed Project does not have the potential to substantially impair an adopted emergency response plan or emergency evacuation plan for land located within in very high fire hazard severity zones. No impacts would occur.

XX.g) As previously stated, the Project site is not located within an SRA classified as a VHFHSZ and the Project site is located in an area with less than 10% slopes (City of Rancho Cucamonga, 2010, Figure PS-4). Thus, the proposed Project does not have the potential to expose Project occupants to pollutant concentrations from a wildfire; exacerbate wildfire due to slope, prevailing winds, and other factors; or exacerbate the uncontrolled spread of a wildfire. No impacts would occur.

XX.h) Under existing conditions, the Project site is not located within an SRA classified as a VHFHSZ; therefore, the Project's installation and maintenance of associated infrastructure would not have the potential to exacerbate fire risk within an SRA classified as a VHFHSZ and any impacts to the environment associated with the Project's off-site improvements are inherent to the Project's construction phase and have been identified and mitigated to a level below significance where necessary. No impacts would occur.

XX.i) The Project site is developed and not located within or near an SRA classified as VHFHSZ. As such, implementation of the proposed Project would not have the potential to expose people or structures to significant risk associated with post-fire slope instability or drainage changes. No impacts would occur.

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

XXI.a) Less-than-Significant with Mitigation Incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Only one impact was determined to be potentially significant, (construction-related noise) and a mitigation measure has been imposed to reduce this impact to less-than-significant levels. Accordingly, with incorporation of the mitigation measure, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

XXI.b) Less-than-Significant Impact. As discussed throughout this Initial Study, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable. However, none were identified and implementation of the proposed Project would result in less-than-significant impacts.

Aesthetics

Potential effects related to scenic vistas and scenic highway corridors are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively considerably impact to these resources. New development on the Project site and in the surrounding area would change the existing character of the Project's viewshed; however, all development in the immediate vicinity of the

Project would be required to comply with the development regulations and design standards contained in the City's Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The Project would have no impact on agricultural or forestry resources. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the analysis in Thresholds III.a through III.e, all Project-related construction and operation emissions would not exceed the applicable SCAQMD thresholds and, therefore, are not considered cumulatively considerable.

Biological Resources

The Project site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally-protected wetlands; therefore, there is no potential for the Project to contribute to a cumulatively considerable impact to these resources.

Cultural Resources

The Project site does not contain historic or prehistoric archaeological resources or paleontological resources, with the exception of the historic railroad spur located within the railway easement at the northwest corner of the site and along the western boundary. The Project Applicant does not propose to develop within the railway easement and mandatory compliance with State law would preclude impacts to Native American human remains in the unlikely event of discovery; therefore, there is no potential for the Project to contribute to a cumulatively considerably impact to these resources.

Energy

The Project's construction and operation would consume electrical energy and fuel. Project construction would represent a "single-event" electric energy and fuel demand and would not require an on-going or permanent commitment of energy or diesel fuel resources for this purpose that would be cumulatively considerable when considered in context with the total energy else occurring in the City, County, and State. The Project's transportation energy demands during long-term operation are estimated to consume approximately 122,511 gallons of fuel annually. (Urban Crossroads, 2019b, p. 4) Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of light-duty vehicles (LDVs) and heavy-duty vehicles (HDVs) to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease the Project's future gasoline fuel demands in future years. The Project transportation energy consumption would not be considered inefficient, wasteful, or

otherwise unnecessary, and therefore not cumulatively considerable. Urban Crossroads calculated that the Project's operational energy demands would be approximately 244,875 kilo-British thermal units (kBTU)/year of natural gas and 298,682 Kilowatt-hour (kWh)/year of electricity (Urban Crossroads, 2019b, p. 5), which would be typical of a modern, conventional warehouse facility. Energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary on a direct or cumulatively considerable basis. As supported by the preceding analyses, the Project also would not contribute to the obstruction of a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and less than cumulatively considerable.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic. Furthermore, the Project and other development projects in the area would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

Greenhouse Gas Emissions

As described in the preceding analysis, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130[f]). Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the Project. As concluded under Threshold VIII (a) and (b), the Project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic. No significant hazards or hazardous materials impacts were identified under Thresholds IX.a) to IX.g) pertaining to the Project and the Project site.

Hydrology and Water Quality

Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The Project would not physically divide an established community, or conflict with applicable land use/planning documents; therefore, there is no potential for the Project to contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the Project site that would overlap with Project-related construction activities. Accordingly, cumulatively considerable impacts related to periodic noise and construction-related vibration would not occur. Under long-term operating conditions the Project would comply with the City of Rancho Cucamonga noise ordinance and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis provided under Threshold XIII (a) demonstrates that the Project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions.

Population and Housing

The Project would implement the land use planned for the Project site by the City of Rancho Cucamonga General Plan and zoning ordinance. The Project site does not contain housing and would not require the construction of replacement housing. Accordingly, the City has anticipated – and planned for – the development that would occur on the Project site and there is no potential for the Project to result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in the City of Rancho Cucamonga, including the Project, would be required to pay development impact fees, a portion of which would be used by the City for the provision of public services, to offset the incremental increase in demand for fire protection and police protection services. Furthermore, future development would generate an on-going stream of property tax revenue and sales

tax revenue, which would provide funds that could be used by the City of Rancho Cucamonga for the provision of fire and police protection services. No new or physically altered police or fire protection facilities would be required to service the Project site. The Project would not directly result in the introduction of new residents to the City and, therefore, would have no potential to result in cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Transportation

The Project's potential to result in cumulatively considerable effects to the circulation network were evaluated in the preceding analysis under Threshold XVII (a). As demonstrated in the analysis, the Project would not contribute to any cumulatively considerable adverse effects to the circulation network. Implementation of the proposed Project would result in a decrease in daily vehicle trips into and from the Project site compared to existing conditions.

Tribal Cultural Resources

Development activities on the Project site would not impact any known tribal cultural resources; however, there is the remote potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the Project site to impact subsurface tribal cultural resource deposits is a cumulatively-considerable impact. Application of MMs TR-1 though TR-5 would reduce the Project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

Under existing conditions, the Project site is already developed with a warehouse building and has the required water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because the Project site is already developed and because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

According to Figure PS-1, *Fire Hazard Severity Zones*, of the City's General Plan, the Project site is not located in or near a State responsibility area (SRA) of land classified as a very high fire hazard severity zone (VHFHSZ) (City of Rancho Cucamonga, 2010, Figure PS-1) . Therefore, the proposed Project does not have the potential to substantially impair an adopted emergency response plan or emergency evacuation plan for land located within in very high fire hazard severity zones, and has no potential to cause or cumulatively contribute to a wildfire hazard. No impacts would occur.

XXI.c) Less-than-Significant Impact with Mitigation Incorporated. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this MND. The Project has potential to result in direct or indirect adverse effects to human beings during Project-related construction activities (potential effects on hearing impairment), but project design features, best practices, and a mitigation measure have been applied to ensure the impact does not rise above a level of significance. With required implementation of project design features and the mitigation measure identified in Threshold XIII.a) of this MND, construction of the proposed Project would not involve any activities that would result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly.

5.0 Mitigation Monitoring and Reporting Program

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
Noise					
Threshold a: There is potential for the project's construction activities to generate noise in excess of City of Rancho Cucamonga standards; therefore, implementation of Mitigation Measure MM N-1 is required.	**MM N-1:** Prior to the commencement of demolition or grading, the City of Rancho Cucamonga shall verify that a minimum 10-foot high temporary noise barrier is constructed along the northeast boundary of the Project site and a minimum 6-foot high temporary noise barrier is constructed along the proposed southern vehicle parking lot, as shown on Exhibit 11-A of the Project's Noise Study. The barrier shall provide a minimum transmission loss of 20 dBA and must present a solid face from top to bottom. The noise barrier shall be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent. The noise barrier must be maintained and any damage must be repaired promptly. The 10-foot high temporary noise barrier installed along the northeast boundary of the Project site shall be removed at the conclusion of grading and paving activity, or at any time the existing non-conforming residential home located approximately 65 feet east of the Project site becomes permanently unoccupied. The 6-foot high temporary noise barrier installed along the proposed southern vehicle parking lot shall be removed following the conclusion of all construction activity.	Project Contractor	City of Rancho Cucamonga Building Division	Prior to commencement of ground disturbing activities	Less-than-significant impact with incorporation of MM N-1.

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
Tribal Cultural Resources					
Thresholds a & b: There is potential for the project's construction activities to cause a substantial adverse change in the significance of a tribal cultural resource; therefore, implementation of Mitigation Measures MM TR-1 through MM TR-5 is required.	**MM TR-1:** The applicant shall contact the Gabrieleno Band of Mission Indians – Kizh Nation (GBMI-KN) to discuss Tribal Monitoring of the project during all ground disturbing activities, and any trenching below the initial grade level, to ensure that cultural resources that may be encountered during ground disturbances are protected and preserved for study. The monitor(s) must be approved by the Tribal Representatives and will be present on-site during ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, and Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources. The applicant shall submit the results of these consultations to the City prior to issuance of grading permits for the project site.	Project Applicant, Construction Contractor, Consulting Native American Tribes	City of Rancho Cucamonga Planning Division	During ground disturbing activities	Less-than-significant impacts with incorporation of MM TR-1 through MM TR-5.

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	MM TR-2: In the event that human remains, or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5, and that code shall be enforced for the duration of the project. Prior to the start of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor will then notify the Qualified Archaeologist and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard				

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	should be posted outside of working hours. The Tribe(s) will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe(s) will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe(s), documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe(s) for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes 4 or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe(s) regarding avoidance of all cemetery sites. Once complete, a final report of all activities are to be submitted to the NAHC. The Tribe(s) do NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. **MM TR-3:** In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of				

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeologist shall contact the GBMI-KN and the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) for input regarding the preservation, retention and final disposition of any discovered cultural resources. The archaeologist shall prepare a mitigation plan and technical resources management report, which shall document the inventory, evaluation, and proposed mitigation of resources within the project area. Additionally, the GBMI-KN and SMBMI will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist and Native Monitor. If the resources are Native American in origin, the GBMI-KN and SMBMI shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribes will request reburial or preservation for educational purposes. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or has a				

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	"unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Project Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the San Bernardino County Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes. **MM TR-4:** In the event that significant Native American historical resources, as defined by CEQA, are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources				

Impact	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to the GBMI-KN and SMBMI for review and comment. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a GBMI-KN and/or SMBMI Tribal Participant(s). The Lead Agency and/or Project Applicant shall, in good faith, consult with GBMI-KN and SMBMI on the disposition and treatment of any artifacts or other cultural materials encountered during the life of the Project's construction activities. **MM TR-5:** Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner/Developer, as deemed appropriate. Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.				

6.0 Persons Contributing to this MND

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Brian F. Smith and Associates, Inc. ..... *Cultural Resources Records Search*

Southern California Geotechnical ..... *Geotechnical Investigation*

Hillman Consulting ..... *Phase I Environmental Site Assessment*

Thienes Engineering ..... *Preliminary Hydrology Calculations, Preliminary Water Quality Management Plan*

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