

**Summary Form for Electronic Document Submittal****Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

Project Title: Patriot Partners WarehouseLead Agency: City of Rancho CucamongaContact Name: Tom GrahnEmail: tom.grahn@cityofrc.usPhone Number: (909) 774-4312Project Location: Rancho Cucamonga  
CitySan Bernardino  
County

Project Description (Proposed actions, location, and/or consequences).

Design Review DRC2018-00553.

The applicant proposes the development of a 117,575 square foot industrial building on 5.09 acres in the General Industrial (GI) District, located at the northeast corner of Sixth Street and Center Avenue; APN: 020926225.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Air Quality - Construction and operational mitigations.

Cultural Resources - Protocols if and when cultural resources are discovered during project development.

Geology and Soils - Protocols for water and soil treatment during project development.

Greenhouse Gas Emissions - Greenhouse gas reduction protocols.

Noise - Construction and operational mitigations for exterior and interior noise reduction measures.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Not applicable.

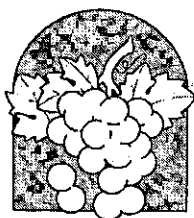
Provide a list of the responsible or trustee agencies for the project.

See attached agency list.

Company	FirstName	LastName	Address1	City	State	PostalCode				
THE FOLLOWING AGENCIES SHOULD BE CONSIDERED FOR ALL PROJECTS										
County of San Bernardino	Chairs of the Board of Supervisors		385 North Arrowhead, 2nd Floor	San Bernardino	CA	92415				
County of San Bernardino Department of Public Works	Mr. Michael Perry	Environmental Management	825 East Third Street, Room 123 10440 Ashford Street	San Bernardino Rancho Cucamonga	CA CA	92415-0835 91730-3057				
Cucamonga Valley Water District										
Golden State Environmental Justice Alliance			P O Box 79222 P O Box 76824	Corona Corona	CA CA	92877 92877				
Habitat Defense Council	Kirkland	West								
California Regional Water Quality Board #8	Santa Ana	Region	3737 Main Street, Suite 500	Riverside	CA	92501				
Southern California Gas Company	Planning	Supervisor	1981 Laguna Avenue	Redlands	CA	92374				
South Coast Air Quality Management District	Local Government CEQA	Program Supervisor	21865 Copley Drive	Diamond Bar	CA	91765				
Edison Local Public Affairs	Ms. Jennifer	Shaw	7951 Redwood Avenue	Fontana	CA	92336				
Southern California Edison Company Third Party Environmental Review	Ms. Karen	Cadavone	2244 Walnut Grove Avenue, Quad 4C 472A	Rosemead	CA	91770				
Inland Empire Utilities Agency	Mr. Jason	Provostoff	P O Box 9020	Chino Hills	CA	91709				
Verizon	Ms. Kim	Bray	P O Box 725	Chino	CA	91708				
Department of Transportation	Development	Review	484 West Fourth Street, MS 722	San Bernardino	CA	92407-1400				
Forecasting/GR-CEQA Review	Mr. Daniel	Kapulsky	484 West Fourth Street, 6th Floor, MS 722	San Bernardino	CA	92407-1400				
Department of Transportation										
U.S. Fish & Wildlife Service	Ms. Karin	Clary-Rose	777 East Tahquitz Canyon Way, Suite 208	Palm Springs	CA	92262				
California Department of Fish and Wildlife	Mr. Jeff	Brandt	3502 Inland Empire Boulevard, Suite C-220	Ontario	CA	91764				
Rancho Cucamonga Fee Protection	Chief	Roger	10500 Civic Center Drive	Rancho Cucamonga	CA	91730			Inter-Office	
Rancho Cucamonga Substation	Captain	Mahoney	10510 Civic Center Drive	Rancho Cucamonga	CA	91730			Inter-Office	
Richards, Watson & Gerson	Mr. Nick	Givelli	355 South Grand Avenue, 40th Floor	Los Angeles	CA	90071-3101				
Chaffey Joint Union High School District	Director of	Business Services	211 West 5th Street	Ontario	CA	91761				
Ewerda School District	Mr. Shawn	Judson	6081 East Avenue	Ewerda	CA	91739				
Cucamonga School District	Superintendent		8778 Archibald Avenue	Rancho Cucamonga	CA	91730				
Alta Loma School District	Superintendent		9380 Base Line Road	Rancho Cucamonga	CA	91701				
Central School District	Superintendent		13501 Church Street, Suite 112	Rancho Cucamonga	CA	91730				
Chaffey Community College District	Dr. Henry D	Shannon Ph.D.	5845 Haven Avenue	Rancho Cucamonga	CA	91737				
Burford			9890 Cherry Avenue	Fontana	CA	92335				
Charter			10766 Football Boulevard, #170	Rancho Cucamonga	CA	91730				
	JoAnn	Henkel			CA	91737			**Resident	
	Rick	Lambert			CA	91737			**Resident	
	Cynthia	Neubrecht			CA	91737			**Resident	
	Dr. JoAnn	Yanez			CA	91737			**Resident	
	Anne	Moulton			CA	91730			**Resident	
	Laura	Doll							**Resident	
	Joann	Gratch							**Resident	
	Barbara J	Rivera			CA	91701			**Resident	
	Deborah	Grossberg			CA	91737			**Resident	
	Matthew	Riveros			CA	91737			**Resident	
	Ange	Aubrey			CA	91701			**Resident	
	Jane	Kennedy							**Resident	
	Christine	Sabala			CA	91739			**Resident	
State Clearinghouse			P O Box 3044	Sacramento	CA	95812-3044			15 copies NOC form Summary form	
THE FOLLOWING AGENCIES WILL REQUIRE A DISCRETIONARY DECISION BASED UPON THE PROJECT										
Native American Heritage Commission			915 Capitol Mall, Room 288	Sacramento	CA	95814				
Department of Forestry			P O Box 944248	Sacramento	CA	94244-2450				
California Energy Commission			1510 Ninth Street, MS-15	Sacramento	CA	95814				
Division of Environmental Health			P O Box 942732	Sacramento	CA	94234-7320				
Caltrans	Planning		P O Box 942874	Sacramento	CA	94274-0001				
Caltrans	Division of Aeronautics		P O Box 942874	Sacramento	CA	94274-0001				
Department of Health Services	Public Water	Supply Branch	714 P Street	Sacramento	CA	95814				
Division of Water Quality			P O Box 100	Sacramento	CA	95814				
Division of Water Rights			901 P Street	Sacramento	CA	95814				
Division of Clean Water Programs			P O Box 944212	Sacramento	CA	94244-2120				
State Water Resources Control Board			P O Box 100	Sacramento	CA	95812-0100				
Long Range Planning and Analysis Division	California Highway	Patrol	2555 First Avenue	Sacramento	CA	95818				
Department of General Services			400 P Street, Suite 5100	Sacramento	CA	95814				
Office of Environmental Health Hazard Assess.			1001 I Street	Sacramento	CA	95814				
Department of Transportation			1220 N Street	Sacramento	CA	95814				
Department of Water Resources			1416 Ninth Street Room 449	Sacramento	CA	95814				

[illegible]





## City of Rancho Cucamonga MITIGATED NEGATIVE DECLARATION

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*The following Mitigated Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.*

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**Project File No.:** Design Review DRC2018-00553

**Public Review Period Closes:** March 13, 2019

**Project Name:** Patriot Partners Warehouse    **Project Applicant:**

Patriot Partners  
5710 Crescent Park East, Suite 429  
Playa Vista, CA 90094

**Project Location (also see attached map):** Located at the northeast corner of Sixth Street and Center Avenue; APN: 0209-262-25.

**Project Description:** The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas.

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### FINDING

This is to advise that the City of Rancho Cucamonga, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this Mitigated Negative Declaration based upon the following finding:

The Initial Study identified potentially significant effects but:

- (1) Revisions in the project plans or proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was 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 before the agency that the project, as revised, may have a significant effect on the environment.

If adopted, the Mitigated Negative Declaration means that an Environmental Impact Report will not be required. The factual and analytical basis for this finding is included in the attached Initial Study. The project file and all related documents are available for review at the City of Rancho Cucamonga Planning Department at 10500 Civic Center Drive (909) 477-2750 or Fax (909) 477-2847.

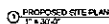
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### NOTICE

The public is invited to comment on the proposed Mitigated Negative Declaration during the review period.

March 13, 2019  
Date of Determination

\_\_\_\_\_  
Adopted By



03/20/2016 1:20:41 PM



# ENVIRONMENTAL INFORMATION FORM (Part I - Initial Study)

(Please type or print clearly using ink. Use the tab key to move from one line to the next line.)

The purpose of this form is to inform the City of the basic components of the proposed project so that the City may review the project pursuant to City Policies, Ordinances, and Guidelines; the California Environmental Quality Act; and the City's Rules and Procedures to Implement CEQA. It is important that the information requested in this application be provided in full.

Upon review of the completed Initial Study Part I and the development application, additional information such as, but not limited to, traffic, noise, biological, drainage, and geological reports may be required. The project application will not be deemed complete unless the identified special studies/reports are submitted for review and accepted as complete and adequate. The project application will not be scheduled for Committees' review unless all required reports are submitted and deemed complete for staff to prepare the Initial Study Part II as required by CEQA. In addition to the filing fee, the applicant will be responsible to pay or reimburse the City, its agents, officers, and/or consultants for all costs for the preparation, review, analysis, recommendations, mitigations, etc., of any special studies or reports.

## GENERAL INFORMATION:

**INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED.** Please note that it is the responsibility of the applicant to ensure that the application is complete at the time of submittal; City staff will not be available to perform work required to provide missing information.

Application Number for the project to which this form pertains: DR C 2018 - 00553

Project Title: Patriot Partners 6<sup>th</sup> & Center

Name & Address of project owner(s): \_\_\_\_\_

Name & Address of developer or project sponsor: Patriot Partners, 5710 CRESCENT  
PARK EAST, SUITE 429, PLAYA VISTA, CA 90094



Contact Person & Address: KEYVIN RICE, 5710 CRESCENT PARK  
EAST, SUITE 429, PLAYA VISTA, CA 90094

Name & Address of person preparing this form (if different from above): Dustin Adamson  
16201 Scientific Way, Irvine, CA 92618

Telephone Number: 714-389-2800

### PROJECT INFORMATION & DESCRIPTION:

Information indicated by an asterisk (\*) is not required of non-construction CUP's unless otherwise requested by staff.

- \*1) Provide a full scale (8-1/2 x 11) copy of the USGS Quadrant Sheet(s) which includes the project site, and indicate the site boundaries.
- 2) Provide a set of color photographs that show representative views into the site from the north, south, east, and west; views into and from the site from the primary access points that serve the site; and representative views of significant features from the site. Include a map showing location of each photograph.
- 3) Project Location (describe): NORTH EAST CORNER LOT, NORTH OF 6th St.  
EAST OF CENTER AVE.

- 4) Assessor's Parcel Numbers (attach additional sheet if necessary): 0209-262-25

- \*5) Gross Site Area (ac/sq. ft.): 5.09 AC / 221,937 S.F.

- \*6) Net Site Area (total site size minus area of public streets & proposed dedications): 221,937 S.F.

- 7) Describe any proposed general plan amendment or zone change which would affect the project site (attach additional sheet if necessary):

N/A

- 8) Include a description of all permits which will be necessary from the City of Rancho Cucamonga and other governmental agencies in order to fully implement the project:

Building Permit, Grading Permit. Planning Permit

- 9) Describe the physical setting of the site as it exists before the project including information on topography, soil stability, plants and animals, mature trees, trails and roads, drainage courses, and scenic aspects. Describe any existing structures on site (including age and condition) and the use of the structures. Attach photographs of significant features described. In addition, cite all sources of information (i.e., geological and/or hydrologic studies, biotic and archeological surveys, traffic studies):

The project site is a relatively flat, previously disturbed/rough graded site void of any unique topographical features. The site slopes gently from north to south, with elevations ranging from approximately 1,083 feet amsl in the northeast corner of the site to 1,074 feet amsl in the southwest corner of the site. The site is void of any trees or plants (either native or ornamental) and appears to have been recently disked or otherwise maintained. No existing buildings/structures, trails, roads, drainage courses, or scenic resources (scenic vistas, features, etc.) occur on the project site.

- 10) Describe the known cultural and/or historical aspects of the site. Cite all sources of information (books, published reports and oral history):

A Phase I Cultural Resources Assessment was previously conducted for the project site in April 2016 by Brian F. Smith and Associates. This assessment found that no historic, archaeological, or paleontologist resources have been identified on the project site.

- 11) Describe any noise sources and their levels that now affect the site (aircraft, roadway noise, etc.) and how they will affect proposed uses:

The project site may be subject to intermittent highway and aircraft noise from the nearby Ontario International Airport and larger, well-traveled roadways. However, based on proximity to both the airport and major roadways, current noise levels are expected to be within acceptable ranges and should not impact on-site employees.

- 12) Describe the proposed project in detail. This should provide an adequate description of the site in terms of ultimate use that will result from the proposed project. Indicate if there are proposed phases for development, the extent of development to occur with each phase, and the anticipated completion of each increment. Attach additional sheet(s) if necessary:

Construction of new concrete tilt-up Building & Office & Warehouse - Onsite & Offsite street improvement, landscape, irrigation, hardscape, paving & parking space striping.

- 13) Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.) and scale of development (height, frontage, setback, rear yard, etc.):

The project site is located in a heavily urbanized and largely industrial/manufacturing part of the City.

Immediately surrounding land uses/activities are limited to industrial, warehousing, manufacturing, and related operations. All of the surrounding land uses/activities are of similar intensity and scale as the proposed project.



- 14) Will the proposed project change the pattern, scale, or character of the surrounding general area of the project?

As stated previously, the project site is located in a heavily urbanized and largely industrial/manufacturing part of the City. Immediately surrounding land uses/activities are limited to industrial, warehousing, manufacturing, and related operations. All of the surrounding land uses/activities are of similar intensity and scale as the proposed project.

- 15) Indicate the type of short-term and long-term noise to be generated, including source and amount. How will these noise levels affect adjacent properties and on-site uses? What methods of soundproofing are proposed?

The proposed project would include three new sources of noise: (1) short-term construction noise from the on-site operation of construction equipment; (2) long-term operational noise from the on-site operation of stationary sources (forklifts); and (3) long-term operational noise from project-related, off-site traffic on local roads. Due to the lack of nearby noise-sensitive receptors, no significant noise impacts are expected.

- \*16) Indicate proposed removals and/or replacements of mature or scenic trees: N/A. Under the existing conditions, the project site does not contain any native or ornamental trees or shrubs.

- 17) Indicate any bodies of water (including domestic water supplies) into which the site drains: N/A. The project site is located in a heavily urbanized part of the City and has been previously graded/disked. No bodies of water or natural or manmade drainage courses occur on the project site.

- 18) Indicate expected amount of water usage. (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga Valley Water District at (909) 987-2591.

a. Residential (gal/day) \_\_\_\_\_ Peak use (gal/Day) \_\_\_\_\_

b. Commercial/Ind. (gal/day/ac) 1863 gal/day Peak use (gal/min/ac) \_\_\_\_\_

- 19) Indicate proposed method of sewage disposal. ☐ Septic Tank ☒ Sewer.

If septic tanks are proposed, attach percolation tests. If discharge to a sanitary sewage system is proposed indicate expected daily sewage generation: (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga Valley Water District at (909) 987-2591.

a. Residential (gal/day) \_\_\_\_\_

b. Commercial/Industrial (gal/day/ac) \_\_\_\_\_

## **RESIDENTIAL PROJECTS:**

20) Number of residential units: \_\_\_\_\_

Detached (indicate range of parcel sizes, minimum lot size and maximum lot size: \_\_\_\_\_

Attached (indicate whether units are rental or for sale units): \_\_\_\_\_

21) Anticipated range of sale prices and/or rents:

Sale Price(s) \$ \_\_\_\_\_ to \$ \_\_\_\_\_

Rent (per month) \$ \_\_\_\_\_ to \$ \_\_\_\_\_

22) Specify number of bedrooms by unit type: \_\_\_\_\_

23) Indicate anticipated household size by unit type: \_\_\_\_\_

24) Indicate the expected number of school children who will be residing within the project: Contact the appropriate School Districts as shown in Attachment B:

a. Elementary: \_\_\_\_\_

b. Junior High: \_\_\_\_\_

c. Senior High: \_\_\_\_\_

## **COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL PROJECTS**

25) Describe type of use(s) and major function(s) of commercial, industrial or institutional uses: \_\_\_\_\_

Warehouse,  
distribution center, general office use.

26) Total floor area of commercial, industrial, or institutional uses by type:

5,000 S.F. OFFICE.

113,538 S.F. Warehouse,

27) Indicate hours of operation:

To Be Determined -

28) Number of employees:

Total: TBD

Maximum Shift:

Time of Maximum Shift:

29) Provide breakdown of anticipated job classifications, including wage and salary ranges, as well as an indication of the rate of hire for each classification (attach additional sheet if necessary):

TBD

30) Estimation of the number of workers to be hired that currently reside in the City:

TBD

\*31) For commercial and industrial uses only, indicate the source, type, and amount of air pollution emissions. (Data should be verified through the South Coast Air Quality Management District, at (818) 572-6283):

The proposed project would generate localized and regional air emissions during the construction phase.

During the operational phase, the project would be a source of localized and regional air emissions via the on-site operation of stationary sources and the on-site and off-site operation of trucks and vehicles. An air quality and greenhouse gas emissions report is currently being prepared and will be submitted in the near future along with the CEQA document. This report will quantify the proposed project's air emissions.

### **ALL PROJECTS**

32) Have the water, sewer, fire, and flood control agencies serving the project been contacted to determine their ability to provide adequate service to the proposed project? If so, please indicate their response.

- 33) *In the known history of this property, has there been any use, storage, or discharge of hazardous and/or toxic materials? Examples of hazardous and/or toxic materials include, but are not limited to PCB's; radioactive substances; pesticides and herbicides; fuels, oils, solvents, and other flammable liquids and gases. Also note underground storage of any of the above. Please list the materials and describe their use, storage, and/or discharge on the property, as well as the dates of use, if known.*

The RWQCB's Geotracker online database does not identify any current or previously opened cases for

the project site. Based on a review of available aerial photographs dating back to 1938, the project site has

been vacant for at least 80 years. Thus, there is no record of any use, storage, or discharge of hazardous

and/or toxic materials on the project site, and no previous land uses/activities typically associated with the

use, storage, or discharge of hazardous materials have occurred on site since at least the 1930's.

- 34) *Will the proposed project involve the temporary or long-term use, storage, or discharge of hazardous and/or toxic materials, including but not limited to those examples listed above? If yes, provide an inventory of all such materials to be used and proposed method of disposal. The location of such uses, along with the storage and shipment areas, shall be shown and labeled on the application plans.*

Project construction would require the limited use and storage of fuels, oils, and solvents needed for the

operation of construction equipment. Operation of the proposed project would require the on-site use of

pesticides and herbicides outside of the warehouse building within the landscape area. These materials would

be considered common household hazardous wastes and would be disposed of in an approved manner.

- 35) *The applicant shall be required to pay any applicable Fish and Game fee. The project planner will confirm which fees apply to this project. All checks are to be made payable to the Clerk of the Board Supervisors and submitted to the Planning Commission/Planning Director hearing:*

*I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for adequate evaluation of this project to the best of my ability, that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. I further understand that additional information may be required to be submitted before an adequate evaluation can be made by the City of Rancho Cucamonga.*

Date:

6/26/2018

Signature:



Title:

Drafter



## ATTACHMENT "A"

### CITY OF RANCHO CUCAMONGA

#### ESTIMATED WATER USE AND SEWER FLOWS FOR NEW DEVELOPMENT (Data Provided by Cucamonga Valley Water District February 2003)

##### Water Usage

Single-Family	705 gallons per EDU per day
Multi-Family	256 gallons per EDU per day
Neighborhood Commercial	1000 gal/day/unit (tenant)
General Commercial	4082 gal/day/unit (tenant)
Office Professional	973 gal/day/unit (tenant)
Institutional/Government	6412 gal/day/unit (tenant)
Industrial Park	1750 gal/day/unit (tenant)
Large General Industrial	2020 gal/day/unit (tenant)
Heavy Industrial (distribution)	1863 gal/day/unit (tenant)

##### Sewer Flows

Single-Family	270 gallons per EDU per day
Multi-Family	190 gallons per EDU per day
General Commercial	1900 gal/day/acre
Office Professional	1900 gal/day/acre Institutional/Government
Industrial Park	3000 gal/day/acre
Large General Industrial	2020 gal/day/acre
Heavy Industrial (distribution)	1863 gal/day/acre

Source: Cucamonga Valley Water District  
Engineering & Water Resources Departments,  
Urban Water Management Plan 2000

## **ATTACHMENT B**

Contact the school district for your area for amount and payment of school fees:

### **Elementary School Districts**

Alta Loma  
9350 Base Line Road, Suite F  
Rancho Cucamonga, CA 91730  
(909) 987-0766

Central  
10601 Church Street, Suite 112  
Rancho Cucamonga, CA 91730  
(909) 989-8541

Cucamonga  
8776 Archibald Avenue  
Rancho Cucamonga, CA 91730  
(909) 987-8942

Etiwanda  
6061 East Avenue  
P.O. Box 248  
Rancho Cucamonga, CA 91739  
(909) 899-2451

### **High School**

Chaffey High School  
211 West 5th Street  
Ontario, CA 91762  
(909) 988-8511

PUBLIC REVIEW DRAFT

# MITIGATED NEGATIVE DECLARATION

6th Street and Center Avenue Warehouse Project  
(Design Review DRC2018-00553)

PREPARED FOR:

## **CITY OF RANCHO CUCAMONGA**

Planning Department  
10500 Civic Center Drive  
Rancho Cucamonga, California 91729  
Contact: Thomas Grahn

PREPARED BY:

## **DUDEK**

3544 University Avenue  
Riverside, California 92501  
Contact: Collin Ramsey

**FEBRUARY 2019**





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## ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGAPS	California GHG Analysis of Policies Spreadsheet
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
City	City of Rancho Cucamonga
CO	carbon monoxide
CVWD	Cucamonga Valley Water District
dB	decibel
dBA	A-weighted decibel
DD	doubling of distance
DPM	diesel particulate matter
EIR	Environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
GHG	greenhouse gas
gpd	gallons per day
I-	Interstate
IEUA	Inland Empire Utilities Agency
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
$L_{eq}$	equivalent sound over a given period
LID	Low Impact Development
$L_{max}$	maximum sound level
LST	Localized Significance Threshold

MITIGATED NEGATIVE DECLARATION  
6TH STREET AND CENTER AVENUE WAREHOUSE PROJECT (DRC2018-00553)

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Acronym/Abbreviation	Definition
MGD	million gallons per day
MM	Mitigation Measure
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	nitrogen dioxide
NOD	Notice of Determination
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	ozone
Pb	lead
PM <sub>2.5</sub>	particulate matter less than or equal to 2.5 microns diameter
PM <sub>10</sub>	Particulate matter less than or equal to 10 microns in diameter
ppm	parts per million
PPV	peak particle velocity
RCFPD	Rancho Cucamonga Fire Protection District
RCPD	Rancho Cucamonga Police Department
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO <sub>x</sub>	sulfur oxides
SO <sub>2</sub>	sulfur dioxide
SR-	State Route
UWMP	Urban Water Management Plan
VOC	volatile organic compound
vph	vehicles per hour

# 1 INTRODUCTION

## 1.1 Project Overview

The City of Rancho Cucamonga (City) received an application from Patriot Development Partners (project applicant) requesting the following approvals for development of the 6th Street and Center Avenue Warehouse Project (project):

- Design Review DRC2018-00553

The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project site is composed of one undeveloped parcel (Assessor's Parcel Number (APN) 020-926-225). In addition to the warehouse building, the project would include landscaping areas, loading docks, and surface parking spaces for passenger vehicles and truck trailers.

The project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility to consider the project for approval.

## 1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law contained in California Public Resources Code, Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment (California Public Resources Code, Section 21000 et seq.). The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an environmental impact report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

## 1.3 Preparation and Processing of this CEQA Document

The City's Planning Department, directed and supervised the preparation of this Initial Study/Mitigated Negative Declaration (IS/MND). Although prepared with assistance from the consulting firm Dudek, the content contained within and the conclusions drawn by this IS/MND reflect the independent judgement of the City.

## 1.4 Public Review Process

Public participation is an essential part of the CEQA process. As required by CEQA, the City shall provide adequate time for other public agencies and members of the public to review and comment on a CEQA document that has been prepared. This MND was made available to members of the public, agencies, and interested parties for a public review period in accordance with CEQA Guidelines Section 15105. Public review of the MND is intended to focus “on the proposed finding that the project will not have a significant effect on the environment. If persons and public agencies believe that the project may have a significant effect, they should: (1) identify the specific effect, (2) explain why they believe the effect would occur, and (3) explain why they believe the effect would be significant (14 CCR 15204).

This MND is available for review during the public review period at the following locations:

### **In-Person**

City of Rancho Cucamonga  
Planning Department  
10500 Civic Center Drive.  
Rancho Cucamonga, California 91729-0807

### **Online**

[https://www.cityofrc.us/cityhall/planning/current\\_projects/default.asp](https://www.cityofrc.us/cityhall/planning/current_projects/default.asp)

Once the public review period has concluded, any advisory body of a public agency shall consider the MND together with any comments received during the public review process. The decision-making body shall adopt the proposed MND if it finds there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the lead agency’s independent judgement and analysis. After approval of the project, the City shall file a Notice of Determination (NOD) at the San Bernardino County Recorder-Clerk’s office within five working days after deciding to carry out or approve the project.



## 2 PROJECT DESCRIPTION

### 2.1 Project Location

The project site is located in the southwest area of the City in southwestern San Bernardino County (Figure 1, Regional Location). Regionally, the City is bordered by the San Gabriel Mountains to the north, the City of Fontana to the east, the City of Ontario to the south, and the City of Upland to the west.

The project site is located at the northeast corner of 6th Street and Center Avenue (project site) in the City (Figure 2, Project Vicinity). Locally, the project site is bounded by industrial/warehouse uses to the north and east, 6th Street and industrial/warehouse uses to the south, and Center Avenue and industrial/warehouse uses to the west (Figure 3, Surrounding Land Uses). The project site is composed of one undeveloped parcel (APN 020-926-225).

### 2.2 Environmental Setting

#### **City of Rancho Cucamonga**

The City's land use pattern is defined by rapid development in the early 2000s that resulted in an 87% buildout of the City, followed by a dramatic slowdown in development. The pattern of development within Rancho Cucamonga is characterized by essentially a north/south split roughly along Foothill Boulevard. The northern two-thirds of the City are predominately residential, while the southern third is largely industrial.

Industrial and warehouse facilities in Rancho Cucamonga have historically benefitted from their strategic location near the Interstate (I-) 15 and I-10 freeways, the Metrolink station, and railway lines. A variety of light industrial, business park, office, manufacturing, heavy industrial, and similar business and industrial uses have been established in this area. Other industrial activities have clustered the Ontario International Airport. Many of the industrial businesses take advantage of the City's location and access to this distribution network (City of Rancho Cucamonga 2010a).

#### **Project Site**

The approximately 5.09-acre (net area), rectangular shaped project site is located on the northeast corner of 6th Street and Center Avenue. The project site is currently undeveloped and contains mowed grassland and utility poles along the south and west perimeters of the site. The entire project area has been previously disturbed by grading and disking. Currently, vegetation within the project area is characterized as primarily non-native grasses and weeds (Figure 4, Existing Conditions). According to the Phase I Environmental Site Assessment prepared for the project site (Appendix A), the project site was used for agricultural operations dating back to at least 1938. However, agricultural activities ceased on or before 1994.

The project site topography tends to descend very gently on the order of a few feet from north to south (Figure 5, Topography). Drainage is via sheet flow in this direction. The project site's lowest point is located at its southwest corner and its highest point is located at its northeastern corner. The project site is at an elevation of approximately 1,080 above mean sea level.

### ***General Plan Land Use Designation and Zoning***

The City's General Plan Existing Land Use Map designates the project site as General Industrial (Figure 6, General Plan Land Use Designation). The City's Zoning Map designates the project site as General Industrial (Figure 7, Zoning) (City of Rancho Cucamonga 2012). Regional access to the project area is provided by I-15 to the west of the project site, and I-10 and State Route (SR-) 60 to the south.

### **Surrounding Land Uses**

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses (Figure 3, Surrounding Land Uses). Specific land uses in the immediate project area include the following:

- **North:** Industrial/warehouse uses
- **East:** Industrial/warehouse uses
- **South:** 6th Street and industrial/warehouse uses
- **West:** Center Avenue and industrial/warehouse uses

## **2.3 Proposed Project**

The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas. The project would not contain any cold storage space and would have a clear height of up to 40 feet (Figure 8, Site Plan).

### **On-Site and Project-Adjacent Off-Site Improvements**

The project would also include improvements to 6th Street and Center Avenue along the project's frontage, including frontage landscape areas and new sidewalks. A variety of trees, shrubs, plants, and land covers would be planted within the project frontage's landscape setback area, as well as within the landscape areas found around the warehouse building and throughout the project site. According to the latest landscape plan for the project (Hunter Landscape 2018), approximately 65 new trees, over 2,400 new shrubs, roughly 140 new succulents, and a variety of groundcover

will be planted on the project site. Within the public right-of-way, as required by the City, street trees, a minimum of 15-gallon size or larger, will be installed per City standards.

The project applicant will dedicate the following rights-of-way on the perimeter streets (measured from street centerline): 33 total feet on Center Avenue and 44 total feet on 6th Street. The existing sidewalks that occur east along 6th Street and north along Center Avenue will be extended along the project's frontage. The project applicant is also responsible for undergrounding all existing overhead utility lines and removing supporting utility poles that may front the project site.

### **Site Access, Circulation, and Parking**

Access to the project site would be provided by three driveways: a right-in/right-out driveway at the northwest corner of the project site off Center Avenue; a right-in/right-out driveway at the center-west part of the project site off Center Avenue (for passenger vehicles only), and a right-in/right-out driveway at the southeast corner of the project site off 6th Street (for passenger vehicles only). Paved passenger vehicle parking areas would be provided along the eastern and western sides of the project site as well as on the northern corners of the project site. Truck parking would be located along the northern side of the project site. Gated entry is proposed on both sides of the main truck parking and dock areas. The project site would include 88 passenger vehicle parking spaces (four of which would be Americans with Disabilities Act-accessible), 12 loading docks, and 12 trailer parking spaces.

### **Storm Drain and Other Utility Improvements**

The project site currently drains generally from north to south. Under the existing conditions, given that an engineered stormwater collection system is not presently found on the project site, stormwater flows originating on site flow north to south and onto 6th Street.

To capture and treat on-site stormwater, a new, engineered stormwater drainage system would be constructed on site to collect and treat on-site stormwater. Post-development, the project site would drain the majority of stormwater into on-grade, open inlets located throughout the parking and loading/dock areas. Stormwater flows would enter these inlets and then into one of two 54-inch infiltration chambers (perforated pipes) that will collect and treat first flush and nuisance flows while conveying stormwater flow to an existing 114-inch storm drain located within 6th Street.

Sanitary sewer service would be provided via a new connection with existing municipal sewer lines located within 6th Street. Domestic, irrigation, and fire protection water services would be made via new connections to existing facilities located within 6th Street.

## 2.4 Project Operations

### Operational Characteristics

The future tenants are not yet known, and the exact operational characteristics of the project are not entirely known at this time. However, it is understood that the project would support warehouse/logistic users and may operate 24 hours per day.

While the ultimate future users will determine the exact number of jobs that the project would generate, employment estimates were calculated using average employment density factors reported by the Southern California Association of Governments (SCAG) (see Section 3.13 of this IS/MND). The estimated number of employees required for operation would be approximately 55 employees.

### Operational Truck and Vehicle Trips

As provided in the Trip Generation Evaluation (Appendix B), trip-generation rates were determined for daily traffic and morning peak-hour inbound and outbound, and evening peak-hour inbound and outbound traffic for the proposed land use. The project is anticipated to generate a net total of 204 actual vehicle trip-ends per day with 20 AM peak-hour trips and 23 PM peak-hour trips (see Section 3.16 of this IS/MND; also see Appendix B).

Because the exact tenants are currently unknown, an average one-way trip length of 55.01 miles was derived from distances from the project site to the far edges of the South Coast Air Basin (SCAB). Assuming 50% of trucks travel to the Port of Los Angeles and Port of Long Beach, and the remaining 50% of trucks travel to either the Cajon Pass, Desert Center, Santa Clarita, and/or the San Diego County line, a weighted truck trip length of 55.01 miles was determined (see Sections 3.3 and 3.7 of this IS/MND; also see Appendix C).

## 2.5 Project Construction

The project applicant intends to construct the project in a single continuous phase. It is anticipated that construction of the project would take approximately 14 months, starting with the site preparation phase in early 2019, and ending with the architectural coating phase around mid-2020.<sup>1</sup> The Air Quality Impact Analysis and Greenhouse Gas (GHG) Analysis (Appendix C) includes a construction schedule used for the air quality and GHG emissions modeling, and provides a list of the type and number of construction equipment that would be used during each phase of project construction.

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<sup>1</sup> The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

Consistent with Section 17.66.050(D)(4) of the City's Municipal Code (City of Rancho Cucamonga 2018), due to the industrial nature of the surrounding project area and lack of residential uses in the vicinity, construction activities would be limited to the hours of 6:00 a.m. and 10:00 p.m., including weekends. Notwithstanding, the majority of construction activities would likely occur between 6:00 a.m. and mid-afternoon, Monday through Saturday, although construction work during the evening hours and on Sunday is permitted by the City.

The project would require a temporary construction workforce to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction, but will likely average a few dozen workers at any given time throughout the workday.

## 2.6 Project Approvals

The following discretionary approvals would be required before implementing the project. This list is preliminary and may not be comprehensive:

- Design Review DRC2018-00553

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### 3 INITIAL STUDY CHECKLIST

1. **Project title:**

6th Street and Center Avenue Warehouse Project

2. **Lead agency name and address:**

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

3. **Contact person and phone number:**

Thomas Grahn, Planner  
909.477.2750

4. **Project location:**

The project site is located in the southwest area of the City in southwestern San Bernardino County. Regionally, the City is bordered by the San Gabriel Mountains to the north, the City of Fontana to the east, the City of Ontario to the south, and the City of Upland to the west. The project site is located at the northeast corner of 6th Street and Center Avenue in the City. Locally, the project site is bounded by industrial/warehouse uses to the north and east, 6th Street and industrial/warehouse uses to the south, and Center Avenue and industrial/warehouse uses. The project site is composed of one undeveloped parcel (APN 0209-262-25-00000).

5. **Project sponsor's name and contact information:**

Kevin Rice, Patriot Development Partners  
858.952.4134

6. **General plan designation:**

General Industrial

7. **Zoning:**

General Industrial



8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story dual-tenant occupied warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. In addition to the warehouse building, the project would include landscaping areas, loading docks, and surface parking spaces for passenger vehicles and truck trailers.

9. **Surrounding land uses and setting (Briefly describe the project's surroundings):**

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area include the following:

- North: Industrial/warehouse uses
- East: Industrial/warehouse uses
- South: 6th Street and industrial/warehouse uses
- West: Center Avenue and industrial/warehouse uses

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

- County of San Bernardino: National Pollutant Discharge Elimination System (NPDES) General Construction Permit
- Rancho Cucamonga Fire Protection District: Site Plan Review
- Rancho Cucamonga Police Department: Site Plan Review

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

Yes. Refer to Section 3.17 for additional details.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


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

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

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

On the basis of this initial evaluation:

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

  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
1.30.19  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>I. AESTHETICS</b> – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

MITIGATED NEGATIVE DECLARATION  
6TH STREET AND CENTER AVENUE WAREHOUSE PROJECT (DRC2018-00553)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b> – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

MITIGATED NEGATIVE DECLARATION  
6TH STREET AND CENTER AVENUE WAREHOUSE PROJECT (DRC2018-00553)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b> – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MITIGATED NEGATIVE DECLARATION  
6TH STREET AND CENTER AVENUE WAREHOUSE PROJECT (DRC2018-00553)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b> – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING</b> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES</b> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b> – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING</b> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/TRAFFIC</b> – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. TRIBAL CULTURAL RESOURCES</b>				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MITIGATED NEGATIVE DECLARATION  
6TH STREET AND CENTER AVENUE WAREHOUSE PROJECT (DRC2018-00553)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.1 Aesthetics

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

***Less-than-Significant Impact.*** Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, coastlines, and open space areas. The City's General Plan Open Space and Conservation Element states that, "Major scenic resources include the San Gabriel and San Bernardino Mountains and foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features." General Plan Policy RC-1.2 states that the City should "develop measures to preserve and enhance important views along north-south roadways, open space corridors, and at other key locations where there are significant views of scenic resources" (City of Rancho Cucamonga 2010a).

The San Gabriel Mountains and the San Bernardino Mountains are located 5-plus miles to the north and east, and the Jurupa Mountains and foothills are found approximately 6 miles the southwest. Based on these distances, as well as the presence of existing intervening natural topographical variations and manmade urban features, the project site is not located within the direct viewshed of these scenic vistas. In addition, the project would be approximately 40 feet tall, similar to the heights of other industrial/warehouse buildings surrounding the project site. As such, the project is not expected to block views of or from these scenic resources. Therefore, impacts associated with scenic vistas would be less than significant.

**b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

***No Impact.*** According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System (Caltrans 2018), the only officially designated state scenic highway in San Bernardino County is a 16-mile portion of SR-38 from South Fork Campground to State Lane. This roadway segment is located more than 43 miles east of the project site. Based on the distance between this officially designated state scenic highway, and because of the intervening natural topography and urban improvements between this roadway segment and the project site, the project would not be located within the viewshed of this officially designated state scenic highway. In addition, the City's General Plan does not identify any designated scenic corridors. Therefore, no impacts associated with scenic highways would occur.

**c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

#### **Short-Term Construction Impacts**

***Less-than-Significant Impact.*** Consistent with standard construction practices, equipment, vehicles, and materials are expected to be staged within a designated area on the project site during project construction. Although equipment staging could potentially be viewed from adjacent properties, this would be temporary

and would cease upon completion of construction. Therefore, short-term construction impacts associated with the existing visual character and quality would be less than significant.

### **Long-Term Operational Impacts**

***Less-than-Significant Impact.*** The project site is located in an urbanized, industrial portion of the City and is bound by existing development in all directions. The project site is currently comprised undeveloped land. Given that project would develop upon a vacant parcel, the project would alter the land use and development intensity on the project site, thus changing the existing visual character of the site compared with the existing conditions.

However, as a warehouse building, the project would be visually consistent with the existing industrial development both in the immediate and broader project area. The project would be approximately 40 feet tall, similar to the heights of other industrial/warehouse buildings surrounding the project site. In addition, at 117,293 square feet, the project would be of similar size and scale, if not smaller, compared with the existing surrounding development in the project area. Thus, the development of the project would not represent an adverse or detrimental impact on existing on- or off-site visual character.

Regarding visual quality, the project would incorporate similar architectural elements, including a complementary neutral color palette and a variety of building materials, similar to existing development located in the project area (Figures 9a, Architectural Elevations, and 9b, Architectural Elevations with Heights). The project was designed to include vertical and horizontal elements that would break up the overall massing of the buildings and provide visual interest. Setback landscape areas along the project frontages would also soften views of the project site and enhance the visual quality of the project. A variety of trees, shrubs, plants, and land covers would be planted within the project frontage's landscape setback area, as well as within the landscape areas found around the warehouse building and throughout the project site. According to the latest landscape plan for the project (Hunter Landscape 2018), approximately 65 new trees, over 2,400 new shrubs, roughly 140 new succulents, and a variety of groundcover will be planted on the project site. Within the public right-of-way, as required by the City, street trees, a minimum of 15-gallon size or larger, will be installed per City Standards. Overall, the project would enhance and strengthen the existing quality of the project site through new landscaping, hardscape, and other improvements both on site and along the public right-of-way.

Additionally, to ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Zoning Code includes design standards related to building height, parking, landscaping requirements, and other visual considerations. The purpose is to regulate and restrict the uses of buildings and structures, and to encourage the most appropriate use of land. As a part of the City's development review process, project plans are reviewed with the intent of encouraging efficient, aesthetic, and desirable use of land by considering proposals. Therefore, long-term operational impacts associated with the existing visual character and quality would be less than significant.

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

#### **Short-Term Construction Impacts**

**No Impact.** Construction activities would comply with all applicable provisions in Section 17.66.050 of the City's Municipal Code, which prohibits construction activities adjacent to a commercial or industrial use between the hours of 10:00 p.m. and 6:00 a.m. (City of Rancho Cucamonga 2018). Given that nighttime construction activities would not occur, nighttime construction lighting would not be required. Therefore, no short-term impacts associated with lighting and glare would occur.

#### **Long-Term Operational Impacts**

**Less-than-Significant Impact.** Consistent with Section 17.58 of the City's Development Code, exterior lighting shall be provided for security and safety purposes; however, the lighting shall be designed to avoid spillover glare beyond the site boundaries. Thus, all exterior lighting would be designed to be shielded/hooded to prevent light trespass onto nearby properties. Additionally, the project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows) would be introduced on the project site, the project as a whole would not be considered a source of glare in the project area. Therefore, long-term operational impacts associated with light and glare would be less than significant.

### **3.2 Agriculture and Forestry Resources**

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** According to the California Department of Conservation (CDOC) Important Farmland Finder (CDOC 2016a), the project site is identified as "Urban and Built-Up Land." The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Important Farmland"). The project would not occur within any farmland locations, and would result in the conversion of Prime or Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts associated with the conversion of Important Farmland would occur.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** According to the CDOC's 2015/2016 San Bernardino County Williamson Act Map, there are no Williamson Act lands on or within the project area (CDOC 2016b). In addition, the project site is zoned



General Industrial, and none of the parcels surrounding the project site are zoned for agricultural use. Therefore, no impacts associated with agricultural zoning or Williamson Act contracts would occur.

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact.** According to the California Department of Forestry and Fire Protection (CAL FIRE) Management Landscape map (CAL FIRE 2003), no public or private land managed for timber is located in the project area. The project site is not zoned as forest land or Timberland Production; Therefore, no impacts associated with forest land or timberland would occur.

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** Refer to response to Impact 3.2(c) above.

- e) *Would the project 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?*

**No Impact.** Refer to responses to Impacts 3.2(a) through 3.2(c) above.

### 3.3 Air Quality

The following analysis is based on the November 2018 6th Street and Center Avenue Warehouse Project Air Quality Impact Analysis and the July 2018 Health Risk Assessment prepared by Urban Crossroads, and included as Appendix C.

#### Regional Air Quality

The project site is located in SCAB within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAB includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are used to determine whether a region's air quality is healthful or unhealthful. The determination is made by comparing contaminant levels in ambient air samples in a region to the state and federal standards. Table 1 provides the federal and state ambient air quality attainment designation (NAAQS and CAAQS) for applicable criteria pollutants within SCAB.

**Table 1. South Coast Air Basin Attainment Status**

Pollutant	State Designation (CAAQS)	Federal Designation (NAAQS)
Ozone – 1-hour standard	Nonattainment	Nonattainment (“extreme”)
Ozone – 8-hour standard	Nonattainment	Nonattainment (“extreme”)
PM <sub>2.5</sub>	Nonattainment	Nonattainment (“serious”)
PM <sub>10</sub>	Nonattainment	Attainment (maintenance)
CO	Attainment	Attainment (maintenance)
NO <sub>2</sub>	Attainment	Attainment/Unclassifiable
SO <sub>2</sub>	Attainment	Attainment/Unclassifiable
Pb <sup>1</sup>	Attainment	Nonattainment (partial)

**Source:** CARB 2017 (see Appendix C for a detailed map of State/National Area Designations within the SCAB)

**Notes:** CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; CO = carbon monoxide; NO<sub>2</sub> = nitrogen dioxide; SO<sub>2</sub> = sulfur dioxide; Pb = lead.

<sup>1</sup> The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of SCAB.

As shown in Table 1, SCAB has been designated by the U.S. Environmental Protection Agency (EPA) as a federal nonattainment area for ozone (O<sub>3</sub>) and particulate matter less than or equal to 2.5 microns in diameter (PM<sub>2.5</sub>), and partial nonattainment for lead. Currently, SCAB is in attainment with the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter less than or equal to 10 microns in diameter (PM<sub>10</sub>). SCAB has been designated by the California Air Resources Board (CARB) as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD is the agency responsible for air pollution control within SCAB. SCAQMD works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all federal and state agencies.

## Local Air Quality

Relative to the project site, the nearest long-term air quality monitoring site for O<sub>3</sub>, CO, NO<sub>2</sub>, and PM<sub>10</sub> is the SCAQMD Central San Bernardino Valley 1 (Source Receptor Area 34) monitoring station, located approximately 5.12 miles southwest of the project site.

Table 2 identifies the number of days ambient air quality was exceeded for the Air Quality Impact Analysis study area, which is considered to be representative of the local air quality at the project site.

**Table 2. Project Area Air Quality Monitoring Summary 2015–2017**

Pollutant	Standard	Year		
		2015	2016	2017
O <sub>3</sub>				
Maximum 1-Hour Concentration (ppm)		0.136	01.56	0.150
Maximum 8-Hour Concentration (ppm)		0.106	0.116	0.127

**Table 2. Project Area Air Quality Monitoring Summary 2015–2017**

Pollutant	Standard	Year		
		2015	2016	2017
Number of Days Exceeding Federal 1-Hour Standard		49	53	66
Number of Days Exceeding State 1-Hour Standard	>0.09 ppm	69	89	89
Number of Days Exceeding Federal 8-Hour Standard	>0.7 ppm	2	10	9
Number of Days Exceeding State 8-Hour Standard	>0.07 ppm	66	88	87
<b>CO</b>				
Maximum 1-Hour Concentration (ppm)	>35 ppm	2.1	1.7	—
Maximum 8-Hour Concentration (ppm)	>20 ppm	1.3	1.3	—
<b>NO<sub>2</sub></b>				
Maximum Federal 1-Hour Concentration	>0.100 ppm	0.079	0.090	0.093
Maximum State 1-Hour Concentration	>0.18 ppm	0.079	0.089	0.093
Annual Federal Standard Design Value		—	31	32
Annual State Standard Design Value		—	30	32
Number of Days Exceeding Federal 1-Hour Standard	>0.18 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	>0.18 ppm	0	0	0
<b>PM<sub>10</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	>150 µg/m <sup>3</sup>	77.7	184.0	106.5
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		28.1	26.3	32.8
Number of Days Exceeding Federal 24-Hour Standard	>150 µg/m <sup>3</sup>	—	1	0
<b>PM<sub>2.5</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	>35 µg/m <sup>3</sup>	52.7	49.5	67.8
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )		52.7	49.5	67.8
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		14.4	14.7	14.6
Number of Samples Exceeding Federal 24-Hour Standard	>35 µg/m <sup>3</sup>	12.4	7.3	9.2

**Source:** Appendix C.

**Notes:** O<sub>3</sub> = ozone; ppm = parts per million; CO = carbon monoxide; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; µg/m<sup>3</sup> = micrograms per cubic meter; — = data not available from the South Coast Air Quality Management District (SCAQMD) or California Air Resources Board (CARB).

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Less-than-Significant Impact.** The project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county SCAB, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, and 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, these state and federal ambient air quality standards are exceeded in most parts of SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. The AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the Final 2016 AQMP (SCAQMD 2017). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include using incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The project's consistency with the AQMP would be determined using the 2016 AQMP, discussed as follows.

The SCAQMD CEQA Handbook identifies two key indicators of consistency (SCAQMD 1993):

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP
2. Whether the project will exceed the assumptions in the AQMP or increments based on the year of project build out and phase

### **Criterion 1: Increase in the Frequency or Severity of Violations?**

#### ***Construction Impacts***

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) were exceeded. As evaluated as part of the project LST analysis (previously presented), the project's localized construction-source emissions would not exceed applicable LSTs, and a less-than-significant impact is expected.

### ***Operational Impacts***

The project would not exceed the applicable LST thresholds for operational activity. Therefore, the project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the project is determined to be consistent with the first criterion.

### **Criterion 2: Exceedance of the assumptions in the AQMP?**

The project would exceed the assumptions in the AQMP based on the years of project build-out phase (SCAQMD 1993).

### ***Overview***

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, and are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City's General Plan is considered to be consistent with the AQMP.

### ***Construction Impacts***

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

### ***Operational Impacts***

The City designates the project site as General Industrial. The General Industrial land use designation permits a wide range of industrial activities that include manufacturing, assembling, fabrication, wholesale supply, heavy commercial, green technology, and office uses (45). The project includes the development of 117,293 square feet of general warehouse use. The project land uses are generally consistent with the land uses allowed under the City land use designations for the project site. As such, the project would be consistent with the growth projections, and no changes are proposed to these existing designations.

On the basis of the preceding discussion, the project is determined to be consistent with the second criterion.

### ***AQMP Consistency Conclusion***

The project would not result in or cause NAAQS or CAAQS violations. The project's proposed land use designation for the project site is permitted/conditionally permitted in the adopted City General Plan. Therefore, the project is consistent with the AQMP.

- b) ***Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

***Less-than-Significant Impact.*** An air quality modeling analysis was conducted for the project to calculate the potential air emissions associated with the construction and operation of the project compared to SCAQMD standards (Appendix C).

### **Standards of Significance**

The SCAQMD has developed regional and LSTs based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a particular project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in SCAB with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact (SCAQMD 2015). It should be noted that the SCAQMD provides a threshold for emissions of lead; however, for purposes of this analysis, no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program (discussed below) does not calculate any emissions of lead from typical construction or operational activities.

A regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds shown in Table 3.

**Table 3. Maximum Daily Emissions Thresholds**

<b>Regional Thresholds</b>		
<i>Pollutant</i>	<i>Construction (lbs/day)</i>	<i>Operations (lbs/day)</i>
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Pb	3	3

**Table 3. Maximum Daily Emissions Thresholds**

Localized Thresholds		
Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO <sub>x</sub>	220 lbs/day (site preparation)	270
	187 lbs/day (grading)	
	1,713 lbs/day (site preparation)	
CO	1,392 lbs/day (grading)	2,193
	241 lbs/day (site preparation)	
	187 lbs/day (grading)	
Localized Thresholds		
Pollutant	153 lbs/day (grading)	Operations (lbs/day)
PM <sub>10</sub>	7 lbs/day (Grading)	78
	220 lbs/day (site preparation)	
	187 lbs/day (grading)	
PM <sub>2.5</sub>	1,713 lbs/day (site preparation)	41
	1,392 lbs/day (grading)	
	241 lbs/day (site preparation)	

**Source:** SCAQMD 2015.

**Notes:** lbs/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; VOC = volatile organic compound; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; SO<sub>x</sub> = sulfur oxides; CO = carbon monoxide; Pb = lead.

### ***California Emissions Estimator Model Employed to Estimate Air Quality Emissions***

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod), version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (oxides of nitrogen (NO<sub>x</sub>), volatile organic compound (VOC), PM<sub>10</sub>, PM<sub>2.5</sub>, sulfur oxides (SO<sub>x</sub>), and CO) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures (CAPCOA 2016). Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in the Air Quality Impact Analysis (Appendix C).

### **Construction Emissions**

Construction activities associated with the project would result in emissions of CO, VOCs, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction-related emissions are expected from the following construction activities:

- Site preparation



- Grading
- Building construction
- Paving
- Architectural coating

Construction is expected to commence in November 2018 and will last through January 2020. The construction schedule used in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>2</sup> The duration of construction activity and associated construction equipment were based on similar projects, CalEEMod defaults, and consultation with the client. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site-specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was based on a 2020 opening year. A detailed summary of construction equipment, shown in Table 4, was based on CalEEMod defaults. Please refer to specific detailed modeling inputs/outputs contained in Appendix C.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. It is understood that the project site would not require demolition and that the project site is expected to balance (would not require soil import/export).

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site), were estimated based on information from the applicant and CalEEMod.

**Table 4. Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day
Site preparation	Crawler tractors	4	8
	Rubber-tired dozers	3	8

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<sup>2</sup> As shown in the CalEEMod User’s Guide, Version 2016.3.2 (ENVIRON 2016), Section 4.3, OFFROAD Equipment Emission Factors, as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer, less-polluting equipment and new regulatory requirements.

**Table 4. Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day
Grading	Crawl tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber-tired dozers	1	8
Building construction	Cranes	1	8
	Crawler tractors	3	8
	Forklifts	3	8
	Generator sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving equipment	2	8
	Rollers	2	8
Architectural coating	Air compressors	1	8

Source: Appendix C.

### ***Construction Emissions Summary***

The SCAQMD rules that are currently applicable during construction activities for the project include Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186/1186.1 (Street Sweepers). The SCAQMD rules include best available control measures to reduce construction-source air pollutant emissions. It should be noted that best available control measures are not mitigation as they are standard regulatory requirements. As such, the emissions shown in Table 5 have taken credit for Rule 1113 and Rule 403.

The estimated maximum daily construction emissions are shown in Table 5. Under the assumed scenarios, emissions resulting from project construction would not exceed criteria pollutant thresholds established by the SCAQMD. Therefore, a less-than-significant impact would occur and no mitigation measures are required.

**Table 5. Maximum Daily Peak Construction Emissions Summary**

Year	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2018	6.16	71.68	25.14	0.06	11.19	6.88
2019	30.22	44.08	24.00	0.06	3.12	2.07
2020	28.32	2.31	3.14	0.01	0.36	0.21
<b>Maximum Daily Emissions</b>	<b>30.22</b>	<b>71.68</b>	<b>25.14</b>	<b>0.06</b>	<b>11.19</b>	<b>6.88</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Source:** Appendix C.

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District.

### Operational Emissions

Operational activities associated with the project would result in emissions of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources:

- Area source emissions
- Energy source emissions
- Mobile source emissions

### Area Source Emissions

#### Architectural Coatings

Over time, the buildings that are part of the project would be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod.

#### Consumer Products

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which, when released in the atmosphere, can react to form O<sub>3</sub> and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided in CalEEMod.

## **Landscape Maintenance Equipment**

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

## ***Energy Source Emissions***

### **Combustion Emissions Associated with Natural Gas and Electricity**

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project site are located outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within SCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance, and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

## ***Mobile Source Emissions***

### **Vehicles**

Project-related operational air quality impacts derive predominantly from mobile sources. In this regard, approximately 87% (by weight) of all project operational-source emissions would be generated by mobile sources (vehicles). Neither the project applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by CARB and EPA. As summarized previously herein, as the result of CARB and EPA actions, SCAB-wide vehicular-source emissions have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve.

The project related operational air quality impacts derive primarily from vehicle trips generated by the project. Trip characteristics available from the Trip Generation Evaluation (Appendix B) prepared for the project was utilized in this analysis. Per the Trip Generation Evaluation, the project is expected to generate a net total of 204 trip-ends per day (actual vehicles). The project trip generation includes 41 truck trip-ends per day from the project site, including 16.67% two-axle trucks, 20.69% three-axle trucks, and 62.64% four+-axle trucks.

### **Trip Length**

For passenger car trips, a one-way trip length of 16.6 miles was assumed as contained in the CalEEMod model defaults. For trucks, an average one-way trip length of 55.01 miles was derived from distances from the project

site to the far edges of SCAB. Assuming 50% of trucks travel to the Port of Los Angeles and Port of Long Beach and the remaining 50% of trucks travel to either the Cajon Pass, Desert Center, Santa Clarita and/or the San Diego County Line, a weighted truck trip length of 55.01 miles was determined. For purposes of analysis, and as a conservative measure, a truck trip length of 55 miles was used. It is appropriate to stop the vehicle miles travelled (VMT) calculation at the boundary of the SCAB because any activity beyond that boundary would be speculative and occur in a different air basin; this approach is also consistent with professional industry practice. The approach for analysis purposes in the Air Quality Impact Analysis report represents a conservative estimate of emissions and almost certainly overstates the emissions impact from the project.

- Project site to the Port of Los Angeles/Long Beach: 61 miles;
- Project site to Banning Pass: 59 miles;
- Project site to San Diego County Line: 67 miles;
- Project site to Cajon Pass: 28 miles;
- Project site to Downtown Los Angeles: 44 miles;

Average Weighted Truck Trip Length = 55.01 miles

#### *Fugitive Dust Related to Vehicular Travel*

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

#### **Operational Emissions Summary**

Operational-source emissions are shown in Table 6. As indicated in the table, the project operations would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutant. Therefore, a less-than-significant impact would occur, and no mitigation measures are required.

**Table 6. Summary of Peak Operational Emissions**

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	2.67	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.04E-03	0.06	0.05	3.80E-04	4.86E-03	4.86E-03
Mobile (Passenger Cars)	0.23	0.35	5.11	0.02	2.07	0.56
Mobile (Trucks)	0.63	17.84	4.90	0.07	2.11	0.67
<b>Total Maximum Daily Emissions</b>	<b>3.53</b>	<b>18.25</b>	<b>10.09</b>	<b>0.08</b>	<b>4.19</b>	<b>1.24</b>
SCAQMD Regional Threshold	55	55	550	150	150	55

**Table 6. Summary of Peak Operational Emissions**

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	2.67	2.10E-04	0.02	0.00	8.00E-05	8.00E-05
Energy Source	7.04E-03	0.06	0.05	3.80E-04	4.86E-03	4.86E-03
Mobile (Passenger Cars)	0.21	0.38	4.54	0.02	2.07	0.56
Mobile (Trucks)	0.64	18.38	4.99	0.07	2.11	0.67
<b>Total Maximum Daily Emissions</b>	<b>3.52</b>	<b>18.83</b>	<b>9.60</b>	<b>0.08</b>	<b>4.19</b>	<b>1.24</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

**Source:** Appendix C.

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; E = (x 10<sup>A</sup>); SCAQMD = South Coast Air Quality Management District.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**Less-than-Significant Impact.** Related projects could contribute to an existing or projected air quality exceedance because SCAB is currently in nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD published the *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* on how to address cumulative impacts from air pollution. In this document, SCAQMD clearly states the following (SCAQMD 2003, D-3):

The AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment, and therefore, would not be considered to have a significant adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

### **Cumulative Construction Impacts**

Construction-source air pollutant emissions for the project would not result in exceedances for any criteria pollutant. As a result, construction-source emissions for the project would be considered less than significant on a project-specific and cumulative basis.

### **Cumulative Operational Impacts**

Operational-source air pollutant emissions for the project would not result in exceedances for any criteria pollutant. As a result, operational-source emissions for the project would be considered less than significant on a project-specific and cumulative basis.

#### **d) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

***Less-than-Significant Impact With Mitigation Incorporated.*** The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered as sensitive receptors.

### **Localized Significance Thresholds**

The analysis uses methodology in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD 2008a). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as LSTs.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below state standards. In the case of CO and NO<sub>2</sub>, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of

one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM<sub>10</sub> and PM<sub>2.5</sub>, both of which are nonattainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD methodology (SCAQMD 2008a).

### ***Applicability of LSTs for the Project***

For the project, the appropriate source receptor area for the LST analysis is the Southwest San Bernardino air monitoring station (Source Receptor Area 33). LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

To determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- CalEEMod is used to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD 2013) is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, then the SCAQMD's screening look-up tables are used to determine if a project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.



## Emissions Considered

SCAQMD's methodology clearly states that "off-site mobile emissions from the project should NOT be included in the emissions compared to LSTs" (SCAQMD 2003). Therefore, for the purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

## Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors." They are also known to be locations where an individual can remain for 24 hours.

The nearest sensitive receptors are single-family residences, one residence located to the northeast, approximately 2,043 feet/622.71 meters from the project site. As a conservative measure, a 500-meter receptor distance will be used.

## Construction-Source Emissions LST Analysis

Table 7 is used to determine the maximum daily disturbed-acreage during site preparation and grading for purposes of modeling localized emissions. Based on Table 7, the project could actively disturb approximately 3.5 acres per day during site preparation activities and 2.5 acres per day during the grading phase of construction.

**Table 7. Maximum Daily Disturbed-Acreage**

Construction Phase	Equipment Type	Equipment Quantity	Acres graded per 8-hour day	Operating Hours per Day	Acres graded per day
Site Preparation	Crawler tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Rubber-tired dozers	3	0.5	8	1.5
	Scrapers	0	1	8	0
<b>Total acres graded per day during Site Preparation</b>					<b>3.5</b>
Grading	Crawler tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Rubber-tired Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
<b>Total acres graded per day during Grading</b>					<b>2.5</b>

Source: Appendix C.

Since the total acreage disturbed is less than 5 acres per day for site preparation, and grading activities of construction, the SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized, consistent with SCAQMD guidance, in order to interpolate the threshold values for the other disturbed acreage not identified. A 500-meter receptor distance is conservatively utilized as a screening threshold to determine the LSTs for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Table 8 identifies the localized impacts at the nearest receptor location in the vicinity of the project. Outputs from the model runs for construction LSTs are provided in Appendix C. It should be noted that credit for best available control measure AQ-1 have been taken. Under the assumed scenarios, emissions resulting from the project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions for any criteria pollutant. Therefore, a less-than-significant impact would occur and no mitigation is required.

**Table 8. Localized Significance Summary Construction**

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	71.60	23.73	10.99	6.83
SCAQMD Localized Threshold	220	1,713	241	160
Threshold Exceeded?	NO	NO	NO	NO
On-Site Grading Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	48.23	17.52	5.13	3.18
SCAQMD Localized Threshold	178	1,392	187	153
Threshold Exceeded?	NO	NO	NO	NO

Source: Appendix C.

Notes: NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District.

### **Operational-Source Emissions LST Analysis**

Generally, the maximum acreage would be the project's building square footage, which is approximately 117,293 square feet, or 2.69 acres. As noted previously, for the purposes of this analysis, and as a conservative measure, the SCAQMD look-up tables of 5 acres were used to determine LSTs for operational activity.

Table 9 shows the calculated emissions for the project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown in Table 9 represent all on-site project-related stationary (area)

sources and 5% of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 16.6 miles for passenger cars and 55 miles for trucks, 5% of this total would represent an on-site travel distance of approximately 0.83 miles/4,383 feet for each passenger car and approximately 2.75 miles/ 14,520 feet for each truck. Thus, the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, operational-source emissions for the project would not exceed applicable LSTs.

As previously noted, a 500-meter receptor distance is utilized to determine the LSTs for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

**Table 9. Localized Significance Summary Operations**

Operational Activity	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	4.40	1.61	0.78	0.24
SCAQMD Localized Threshold	270	2,193	78	41
Threshold Exceeded?	NO	NO	NO	NO

Source: Appendix C.

Notes: NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; E = (x 10<sup>6</sup>); SCAQMD = South Coast Air Quality Management District.

As shown in Table 9, operational emissions would not exceed the applicable SCAQMD LST thresholds for any criteria pollutant. Therefore, a less-than-significant impact would occur.

### CO “Hotspot” Analysis

As discussed below, the project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of project-specific carbon monoxide (CO) “hot spots” is not needed to reach this conclusion.

An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO (42).

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient

emissions control technologies, CO concentration in SCAB is now designated as attainment. Also, CO concentrations in the project vicinity have steadily declined.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 10.

**Table 10. Carbon Monoxide Model Results**

Intersection Location	Carbon Monoxide Concentrations (ppm)		
	<i>Morning 1-Hour</i>	<i>Afternoon 1-Hour</i>	<i>8-Hour</i>
Wilshire–Veteran	4.6	3.5	4.2
Sunset–Highland	4	4.5	3.9
La Cienega–Century	3.7	3.1	5.8
Long Beach–Imperial	3	3.1	9.3

**Source:** Appendix C.

**Notes:** ppm = parts per million.

Based on the SCAQMD’s 2003 AQMP (SCAQMD 2003) and the 1992 Federal Attainment Plan for Carbon Monoxide (SCAQMD 1992), peak CO concentrations in SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hour CO concentration was measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO-generating intersection within the hotspot analysis), and only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection. The remaining 7.7 ppm of the 8.4 ppm 8-hour CO concentration was a result of the unusual ambient air measurements taken at the time the 2003 AQMP was prepared. Therefore, even if the traffic volumes for the project were double or triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the ongoing improvements in ambient air quality, the project would not be capable of resulting in a CO hotspot at any study area intersections.

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

Traffic volumes generating the CO concentrations for the hotspot analysis are shown in Table 11. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ( $4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$ ) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).<sup>3</sup>

**Table 11. Traffic Volumes for Intersections Evaluated in the 2003 Air Quality Management Plan**

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Wilshire–Veteran	560/933	721/1,400	4,954/2,069	1,830/3,317	8,062/7,719
Sunset–Highland	1,551/2,238	2,304/1,832	1,417/1,764	1,342/1,540	6,614/5,374
La Cienega–Century	821/1,674	1,384/2,029	2,540/2,243	1,890/2,728	6,634/8,674
Long Beach–Imperial	756/1,150	479/944	1,217/2,020	1,760/1,400	4,212/5,514

Source: Appendix C.

Notes: vph = vehicles per hour.

The project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study, or based on representative Bay Area Air Quality Management District CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

### Health Risk Assessment

The health risk assessment prepared for the project (Appendix C) evaluated the potential mobile source health risk impacts to sensitive receptors (residents and schools) and adjacent workers associated with the development of the project. Specifically, the report analyzed health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the site. The results of the health risk assessment of lifetime cancer risk from project-generated DPM emissions are provided in Table 12.

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<sup>3</sup> Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

**Table 12. Summary of Cancer and Non-Cancer Risks**

<b>Cancer Risks</b>				
<i>Time Period</i>	<i>Location</i>	<i>Maximum Lifetime Cancer Risk (Risk per Million)</i>	<i>Significance Threshold (Risk per Million)</i>	<i>Exceed Significance Threshold</i>
30-year exposure	Maximum exposed sensitive receptor	0.11	10	NO
25-year exposure	Maximum exposed worker receptor	0.10	10	NO
9-year exposure	Maximum exposed school child	0.03	10	NO
<b>Non-Cancer Risks</b>				
<i>Time Period</i>	<i>Location</i>	<i>Maximum Hazard Index</i>	<i>Significance Threshold</i>	<i>Exceed Significance Threshold</i>
30-year exposure	Maximum exposed sensitive receptor	0.00005	1.0	NO
25-year exposure	Maximum exposed worker receptor	0.0003	1.0	NO
9-year exposure	Maximum exposed school child	0.00004	1.0	NO

Source: Appendix C.

### ***Residential Exposure Scenario***

The residential land use with the greatest potential exposure to project DPM source emissions is located approximately 2,700 feet south of the project site on 4th Street. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to project DPM source emissions is estimated at 0.11 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.00005, which would not exceed the applicable threshold of 1.0. As such, the project would not cause a significant human health or cancer risk to adjacent residences.

### ***Worker Exposure Scenario***

The worker receptor land use with the greatest potential exposure to project DPM source emissions is an existing industrial use located immediately adjacent to the west of the project site. At the maximally exposed individual worker, the maximum incremental cancer risk impact at this location is 0.10 in one million, which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0003, which would not exceed the applicable threshold of 1.0. As such, the project would not cause a significant human health or cancer risk to adjacent workers.

### ***School Child Exposure Scenario:***

The school site land use with the greatest potential exposure to project DPM source emissions is located at the Ontario Center School approximately three-quarter miles (3,960 feet) south of the project site north of west of North Center Ave. At the maximally exposed individual school child, the maximum incremental cancer risk

impact at this location is 0.03 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0004, which would not exceed the applicable threshold of 1.0. Any other schools near the project would be exposed to less emissions and consequently less impacts than what is disclosed for the maximally exposed individual school child. As such, the project will not cause a significant human health or cancer risk to adjacent school children.

### Summary

Results of the LST analysis indicate that the project would not exceed the SCAQMD LSTs during construction. Thus, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction.

In terms of project operation, results of the LST analysis indicate that the project would not exceed the SCAQMD LSTs during operational activity. Additionally, project traffic would not create or result in a CO hotspot. Further, the project would not result in significant human health or cancer risk to adjacent residences, workers, or schoolchildren.

This operational emissions modeling assumed that cargo-handling equipment such as forklifts and yard hostlers would be powered by a source other than diesel fuel. As such, mitigation measure (MM) AQ-1 is required to ensure that on-site cargo handling equipment is electrically powered, and thus, not a source of diesel particulate emissions. With the incorporation of mitigation, impacts associated with sensitive receptors being exposed to substantial pollutant concentrations would be less than significant.

**MM-AQ-1** During project operations, the project applicant shall ensure on-site cargo-handling equipment, including forklifts and yard trucks/hostlers, are electrically powered. This requirement shall be documented on the project plans and construction documents and verified by the City of Rancho Cucamonga prior to site plan review.

e) *Would the project create objectionable odors affecting a substantial number of people?*

### Construction-Source Emissions

***Less-than-Significant Impact.*** Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are, therefore, considered less than significant.

### Operational-Source Emissions

***Less-than-Significant Impact.*** Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or various heavy industrial uses. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances (SCAQMD 2018). Therefore, potential operational-source odor impacts are considered less than significant.

## 3.4 Biological Resources

The following analysis is based on the April 2018 Habitat Suitability Evaluation prepared by Ecological Sciences Inc., and included as Appendix D.

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

***Less-than-Significant Impact With Mitigation Incorporated.*** The Habitat Suitability Evaluation (Appendix D) used a 5.27-acre study area, which includes both the 5.09-acre project site (net area) plus a buffer immediately surrounding the project site. As further discussed below, due to the condition of the study area, the potential for rare and special-status species is low.

Documentation pertinent to the biological resources in the project vicinity was reviewed and analyzed. Primary data sources reviewed to evaluate the occurrence potential of special-status resources on the subject site, included, but were not limited to, the California Natural Diversity Database, the California Native Plant Society online inventory, available literature pertaining to habitat requirements of special-status species potentially occurring on the project site, and published distribution data (Appendix D).

On March 26, 2018, biologists conducted a reconnaissance-level field survey to characterize habitat on the project site and to generally evaluate potential to support sensitive species. Plant species and vegetation communities were primarily identified by walking meandering transects over the project site. All direct observations of wildlife were recorded, as was wildlife sign. In addition to species actually detected, expected use of the project site by other wildlife was evaluated from habitat analysis of the site, combined with known habitat preferences of locally occurring wildlife species. The project site was also evaluated for the potential



presence of plant, animal, or habitat considered rare, threatened, sensitive, endangered, or otherwise unique by regulatory or resource agencies.

The study area is characterized by several disturbed or non-natural land covers. Introduced (non-native) plant species recorded on site included foxtail chess (*Bromus madritensis* ssp. *rubens*), ripgut grass (*Bromus diandrus*), Mediterranean grass (*Schismus* sp.), filaree (*Erodium cicutarium*), Russian thistle (*Salsola tragus*), and short podded mustard (*Hirschfeldia incana*). Native species present on site included scattered telegraph weed (*Heterotheca grandiflora*), annual bur-sage (*Ambrosia acanthicarpa*), common fiddleneck (*Amsinckia intermedia*), and common sunflower (*Helianthus annuus*).

Common bird species observed during the survey included northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*).

No special-status plant species are expected on site due to the absence of suitable habitat. Long-standing use of the site and surrounding area for commercial purposes and other anthropogenic disturbances have altered soil chemistry and other substrate characteristics such that on-site soils are not capable of supporting any sensitive plant species known to occur within the project vicinity. Site development would not eliminate significant amounts of habitat for potentially occurring special-status plant species, nor reduce population size of sensitive plant species below self-sustaining levels on a local or regional basis (if present).

Although no special-status wildlife species were directly recorded on-site, the California horned lark (*Eremophila alpestris actia*) has a moderate occurrence potential to forage, but not breed, in the project area. However, this species was deemed by the U.S. Fish and Wildlife Service to be too widespread and common to warrant listing as threatened or endangered, and as such, were removed from formal sensitive species status. Development of the project site would not eliminate significant amounts of habitat for this species, nor reduce population size below self-sustaining levels on a local or regional basis.

Burrowing owl (*Athene cunicularia*) have a moderate potential to occur on the project site. No direct observations of burrowing owl or sign (feathers, pellets, fecal material, prey remains, etc.) were recorded during the reconnaissance-level survey. Despite that fact that the project site has been exposed to long-standing disturbances, burrowing owl can occur in less than optimal and/or disturbed conditions. While the loss of individuals or the habitat of this species would not threaten its regional population, any loss would still be potentially significant.

Additionally, other species of birds have the potential to nest on the project site. Direct impacts to migratory nesting birds must be avoided to comply with the Migratory Bird Treaty Act and California Fish and Game Code. Indirect impacts to nesting birds from short-term, construction-related noise could result in decreased reproductive success or abandonment of an area as nesting habitat if construction were conducted during the

breeding/nesting season (i.e., February through August). As such, implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would be required to reduce potential direct and indirect impacts to burrowing owl and other nesting birds. With the incorporation of mitigation, impacts associated with candidate, sensitive, or special-status species would be less than significant.

- MM-BIO-1** A qualified biological monitor shall be present to monitor the initial vegetation clearing on the project site to ensure that all practicable measures are being employed to avoid incidental disturbance of habitat and species of concern both within and outside of the project limits. The biological monitor shall be authorized to halt work as required to avoid impacts to protected species. The biological monitor shall contact the construction foreman and/or the project manager to discuss the implementation of the minimization and mitigation measures, if any are required.
- MM-BIO-2** To determine if burrowing owls are occupying the project limits or adjacent areas prior to construction activities, a take avoidance survey following the incumbent version of the California Department of Fish and Wildlife protocol shall be conducted no less than 14 days prior to initiating ground disturbance activities during any time of year. In addition, any time lapses between project activities shall trigger subsequent take avoidance surveys including, but not limited to, a final survey conducted within 24 hours prior to ground disturbance. The survey shall be conducted between morning twilight and 10:00 a.m. or 2 hours before sunset until evening twilight within areas providing suitable habitat for burrowing owl. If burrowing owls are present, MM-BIO-3 shall be implemented.
- MM-BIO-3** Implementation of avoidance and minimization measures would be triggered by positive burrowing owl presence on the project site where project activities would occur. Should eggs or fledglings be discovered in any owl burrow or native nest, these resources cannot be disturbed until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Take of active nests should always be avoided. If owls must be moved away from the disturbance area, passive relocation techniques (where applicable outside of the breeding season before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance) shall be used rather than trapping. If burrow exclusion and/or burrow closure is implemented, burrowing owls should not be excluded from burrows unless or until: (1) a Burrowing Owl Exclusion Plan is developed and approved by the applicable local California Department of Fish and Wildlife office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts.
- MM-BIO-4** Within 30 days prior to the commencement of construction, a qualified biologist shall perform a raptor (if January 15 to August 31) and grassland bird nesting survey (if between March 1 to August 31) that shall consist of a single visit to ascertain whether there are active raptor nests within 300 feet of the project footprint. Nests shall be mapped (not by

using Global Positioning System because close encroachment may cause nest abandonment). If active nests are found, construction shall not occur within appropriate buffer of the nest until the nesting attempt has been completed and/or abandoned due to non-project-related reasons.

- b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

**No Impact.** The project site is located entirely on disturbed or non-natural land covers. No sensitive or special-status vegetation communities are present within the project site. Therefore, no impacts associated with riparian or sensitive vegetation communities would occur.

- c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** No federally defined waters of the United States or waters of the state occur within the study area. This includes the absence of federally defined wetlands and other waters (e.g., drainages), and state-defined waters (e.g., streams and riparian extent). Therefore, no impacts associated with jurisdictional waters or wetlands would occur.

- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

**No Impact.** The project site is located on a largely vacant property surrounded by industrial development. Due to the matrix of development surrounding the project site, the project would not constrain natural wildlife movement in its vicinity. Therefore, no impacts associated with wildlife movement would occur.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**No Impact.** Chapter 19.08 of the City's Municipal Code states that eucalyptus, palm, oak, sycamore, pine, and other trees growing within the City are a natural aesthetic resource and are worthy of protection (City of Rancho Cucamonga 2018). However, there are no mature trees or public/street trees located along the periphery of the project site. As such, the project would not adversely affect any tree subject to the City's tree preservation requirements. Therefore, no impacts associated with local policies or ordinances protecting biological resources would occur.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The project is not within any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts associated with conservation plans would occur.

### 3.5 Cultural Resources

The following analysis is based on the April 2016 Phase I Cultural Resources Assessment prepared by Brian F. Smith and Associates Inc., and included as Appendix E.

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**No Impact.** The South Central Coastal Information Center at California State University, Fullerton was contacted to assist in the identification of historical resources in proximity of the project site. The South Central Coastal Information Center also provided the standard review of the National Register of Historic Places and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the Bureau of Land Management and accessible through its General Land Office website, were also reviewed for pertinent project information. While the records search for the project did identify 13 historic resources in the project area, it did not identify any previously recorded cultural resources within the project site.

An intensive reconnaissance site survey consisting of a series of parallel survey transects spaced at approximately 5-meter intervals was conducted on February 29, 2016. The entire project site was accessible with approximately 30% ground visibility, which was only affected by dense grass and weeds. During the pedestrian survey, the observation was made that the project site has been graded and disked in the past. The property topography is relatively flat; no seasonal drainages were observed inside the project; and the surrounding areas consist of industrial/warehouse buildings, paved roads, and parking lots. This characterization of a disturbed landscape is relevant to the consideration of the presence of cultural resources within the project area. The intensive survey of the project site did not result in the identification of any cultural resources. The previous disturbance of the project site may have contributed to the survey results. However, no evidence was detected during the survey to suggest the prior existence of any cultural sites on the project site. Therefore, no impacts to historic-era resources would occur.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

***Less-than-Significant Impact.*** As previously discussed in Section 3.5(a), an intensive survey of the project site conducted on February 29, 2016, did not result in the identification of any cultural resources. The previous disturbance of the project site may have contributed to the survey results. However, no evidence was detected during the survey to suggest the prior existence of any cultural sites on the project site.

A records search and literature review was also conducted to determine the potential for prehistoric sites within the vicinity of the project site. The records search and literature review suggest that there is a low potential for prehistoric sites to be contained within the boundaries of the project site, because the site has been graded previously, is not associated with any prehistoric water sources, and likely had minimal prehistoric food resources. Given the historic and prehistoric settlement of the region, in addition to the frequency of cultural sites known to be surrounding the project's Area of Potential Effect, there is a low potential for archaeological discoveries. Based upon background research for the project site and current aerial photographs, the potential for the presence of prehistoric sites is low. Therefore, impacts associated with archaeological resources would be less than significant.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

***Less-than-Significant Impact With Mitigation Incorporated.*** According to the City's General Plan EIR, most of the soils underlying the City consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils. The younger Quaternary alluvial sediments in the main active drainages and the older Quaternary fan deposits nearest the San Bernardino Mountains and around Red Hill are not expected to contain significant vertebrate fossils.

However, deeper excavations into Quaternary alluvium throughout the remainder of the City, including the project site and surrounding area, may contain older Quaternary alluvial sediments that may potentially contain fossil resources. As such, given that excavation depths during construction could extend into these older Quaternary alluvial sediments, MM-CUL-1 would be required to minimize impacts to fossil resources that may underlay the project site. With the incorporation of mitigation, impacts associated with paleontological resources would be less than significant.

**MM-CUL-1** If any paleontological resource (i.e., plant or animal fossils) are encountered before or during earthwork activities, the project applicant shall retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect the resource, and, if warranted, to preserve the resource for study. The paleontologist shall submit a report of findings that shall provide specific recommendations regarding further mitigation measures

(i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program shall include, but not be limited to, the following measures:

- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
- Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).
- Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy to the report to San Bernardino County Museum.

**d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

***Less-than-Significant Impact.*** There are no previously recorded cultural resources on the project site and no known formal or informal cemeteries in the project area. Nonetheless, if human skeletal remains are discovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she must notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must complete his or her inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition for the human remains. Therefore, based on compliance with existing state law, impacts associated with the discovery of human remains would be less than significant.

### 3.6 Geology and Soils

The following analysis is based on the Geotechnical Engineering Investigation and Soil Infiltration Studies prepared by NorCal Engineering in February 2016, and included as Appendix F.

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**No Impact.** The nearest active Alquist-Priolo Fault Zone to the project site is the Cucamonga Fault Zone, located approximately 4 miles to the north. According to the CDOC Fault Activity Map (CDOC 2010), the project site is not located in a designated earthquake fault zone. Additionally, according to the City's General Plan, although several earthquake faults exist within and in proximity to the City, no faults exist beneath the project site (City of Rancho Cucamonga 2010a). Therefore, no impacts associated with fault rupture would occur.

ii) *Strong seismic ground shaking?*

**Less-than-Significant Impact.** Similar to other areas located in the seismically active Southern California region, the City is susceptible to ground shaking caused by the several local fault systems. Historically, the City has experienced moderate to strong ground shaking. The San Jacinto, San Andreas, and Cucamonga faults have the potential of generating earthquakes of maximum magnitudes ranging from 6.7 to 7.3 (City of Rancho Cucamonga 2010a). However, the project site is not located within an active fault zone, and the site would not be affected by ground shaking more than any other area in this seismic region. Additionally, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event. Compliance with these requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

**Less-than-Significant Impact.** The potential for liquefaction at the site to be very low due to the depth of groundwater in excess of 400 feet within the vicinity area based on review of ground water maps of the Upper Santa Ana River Basin. In addition, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements related to seismic-related ground failure and liquefaction. Therefore, impacts associated with liquefaction would be less than significant.

*iv) Landslides?*

**No Impact.** The project site is not located adjacent to or near any geographical feature that would be susceptible to landslides. The project site is relatively flat, exhibiting only a slight southerly gradient. No other significant surface features are identified within the project limits. As a result, the probability of a landslide on or near the project site is low. Therefore, no impacts associated with landslides would occur.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

**Short-Term Construction Impacts**

**Less-than-Significant Impact.** Because the project would result in more than 1 acre or more of ground disturbance, the project would be subject to the NPDES stormwater program, which includes obtaining coverage under the State Water Resources Control Board's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Among the required items that must be included within a SWPPP are project design features intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as best management practices (BMPs). Typical BMPs include maintaining or creating drainages to convey and direct surface runoff from bare areas and installing physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. The implementation of a Construction General Permit, including preparation of a SWPPP and implementation of BMPs, would reduce both stormwater runoff and soil erosion impacts to acceptable levels. Therefore, short-term construction impacts associated with soil erosion would be less than significant.

**Long-Term Operational Impacts**

**Less-than-Significant Impact.** Once developed, the project site would include a warehouse building and paved surfaces, all of which would stabilize and help retain on-site soils. The project site would also contain a pervious landscape areas that would include a mix of trees, shrubs, plants, and groundcover, which would also help retain on-site soils while preventing wind and water erosion from occurring. Therefore, long-term operational impacts associated with soil erosion would be less than significant.

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

**Less-than-Significant Impact.** The project site is not susceptible to landslide or liquefaction. As discussed further in Section 3.6(d), soils underlying the project site are not expected to be highly expansive



or subject to shrink/swell. The Soil Infiltration Study (Appendix F) states that the potential for hydro-consolidation, or soil collapse, and the susceptibility for any ground settlements, is considered very low. Additionally, the Geotechnical Engineering Investigation (Appendix F) provides engineering recommendations based on the particular geological characteristics of the project site. Some of these recommendations reiterate requirements already set forth in the Uniform Building Code, while other recommendations may exceed these requirements based on the specific geological characteristics of the project site. Compliance with these requirements, in conjunction with the low potential for subsidence, would reduce the potential risk to people and structures due to unstable soils. Therefore, impacts associated with unstable geologic units/soils would be less than significant.

- d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

***Less-than-Significant Impact.*** Generally, soils comprised of clay materials are most susceptible to expansion. According to the USDA Web Soil Survey, the soil beneath the project site is comprised of Tujunga loamy sand, 0% to 5% slopes. This type of soil has a very low runoff class and somewhat excessively drained drainage class, and is not comprised of large percentage of clay materials (USDA 2018). As such, the soils underlying the project site are not expected to be highly expansive or subject to shrink/swell. Therefore, impacts associated with expansive soils would be less than significant.

- e) ***Would the project 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?***

***No Impact.*** The project would connect directly to the municipal sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the adequacy of soils and septic systems would occur.

### 3.7 Greenhouse Gas Emissions

The following analysis is based on the July 2018 Greenhouse Gas Analysis prepared by Urban Crossroads, and included in Appendix C to this IS/MND.

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

***Less-than-Significant Impact.*** The project has been evaluated to determine if it will result in significant GHG impacts. The significance of these potential impacts are described as follows.

### **Construction Impacts**

The Air Quality Impact Analysis included in Appendix C provides additional details on specific construction-related outputs programmed in CalEEMod. For construction phase project emissions, GHGs are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, and then adding that number to the annual operational phase GHG emissions (SCAQMD 2008a). As a result, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

### **Operational Impacts**

Operational activities associated with the project would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources:

- Building energy use (combustion emissions associated with natural gas and electricity)
- Water supply, treatment, and distribution
- Solid waste
- Mobile source emissions

### ***Area Source Emissions***

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. Emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

### ***Area Source Emissions***

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. Emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

### ***Energy Source Emissions***

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also

emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used for the project analysis.

## **Mobile Source Emissions**

### ***Vehicles***

Project-related operational greenhouse gas impacts derive predominantly from mobile sources. In this regard, approximately 77% (by weight) of all project operational-source emissions would be generated by mobile sources (vehicles). Neither the project applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by CARB and EPA. As summarized previously herein, as the result of CARB and EPA actions, Basin-wide vehicular-source emissions have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve.

The project related operational greenhouse gas impacts derive primarily from vehicle trips generated by the project. Trip characteristics available from the report, 6th and Center Warehouse Trip Generation Evaluation (included in Appendix B) were utilized in this analysis.

Per the Trip Generation Evaluation, the project is expected to generate a net total of 204 trip-ends per day (actual vehicles). The project trip generation includes 41 truck trip-ends per day from the project site, including 16.67% two-axle trucks, 20.69% three-axle trucks, and 62.64% four+-axle trucks.

### ***Trip Length***

For passenger car trips, a one-way trip length of 16.6 miles was assumed as contained in the CalEEMod™ model defaults. For trucks, an average one-way trip length of 55.01 miles was derived from distances from the project site to the far edges of the SCAB. Assuming 50% of trucks travel to the Port of Los Angeles and Port of Long Beach and the remaining 50% of trucks travel to either the Cajon Pass, Desert Center, Santa Clarita and/or the San Diego County Line, a weighted truck trip length of 55.01 miles was determined. For purposes of analysis, and as a conservative measure, a truck trip length of 55 miles was used. It is appropriate to stop the VMT calculation at the boundary of the SCAB because any activity beyond that boundary would be speculative and occur in a different air basin; this approach is also consistent with professional industry practice. The approach for analysis purposes in this report represents a conservative estimate of emissions and almost certainly overstates the emissions impact from the project.

- Project site to the Port of Los Angeles/Long Beach: 61 miles
- Project site to Banning Pass: 59 miles
- Project site to San Diego County Line: 67 miles

- Project site to Cajon Pass: 28 miles
- Project site to Downtown Los Angeles: 44 miles
- Average Weighted Truck Trip Length = 55.01 miles

### **Solid Waste**

Industrial land uses result in the generation and disposal of solid waste. A large percentage of this waste is diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted is disposed of at landfills. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste from the project were calculated by CalEEMod using default parameters.

### **Water Supply, Treatment, and Distribution**

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

### **Summary**

The City has not adopted a numeric threshold of significance for determining impacts with respect to GHG emissions. In this IS/MND, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e) per year is employed to determine if additional analysis is required. This approach is a widely accepted small project screening threshold used by numerous lead agencies in the SCAB and is based on SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"; SCAQMD 2008b). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

Table 13 summarizes the annual GHG emissions associated with the project.

**Table 13. Project Greenhouse Gas Emissions Summary (Annual)**

Emission Source	Emissions (metric tons per year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	24.97	0.01	—	25.10
Area	5.51E-03	1.00E-05	—	5.88E-03
Energy	112.57	4.37E-03	1.09E-03	113.01
Mobile (passenger cars)	209.99	4.48E-03	—	210.10
Mobile (trucks)	925.90	0.04	934.74	927.00
Waste	22.38	1.32	—	55.44
Water usage	121.13	0.89	0.02	149.85
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>1,480.52</b>			
<b>Screening Threshold (CO<sub>2</sub>e)</b>	<b>3,000</b>			
<b>Threshold Exceeded?</b>	<b>NO</b>			

Source: Appendix C.

Notes: CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; E = (x 10<sup>^</sup>).

As shown in Table 13, the project has the potential to generate 1,480.52 MT CO<sub>2</sub>e per year of emissions. As a result, the project would not exceed the SCAQMD's numeric threshold of 3,000 MT CO<sub>2</sub>e if it were applied. Therefore, the project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less-than-Significant Impact.** The applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs that are relevant to the project are the CARB Scoping Plan in support of Assembly Bill (AB) 32, and Senate Bill (SB) 32. The project's consistency with AB 32 and SB 32 are discussed below.

**Scoping Plan**

CARB's Scoping Plan (CARB 2008) identifies strategies to reduce California's GHG emissions in support of AB 32, which requires the State of California to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technology improvements to reduce emissions from vehicles, but some measures are applicable and supported by the project, such as energy efficiency. Although some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows (CARB 2008):

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. **California Light-Duty Vehicle GHG Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative, and renewable fuel and vehicle technology programs with long-term climate change goals.
3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts, including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).
4. **Renewables Portfolio Standard.** Achieve 33% renewable energy mix statewide.
5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.
6. **Regional Transportation-Related GHG Targets.** Develop regional GHG emissions-reduction targets for passenger vehicles.
7. **Vehicle-Efficiency Measures.** Implement light-duty vehicle efficiency measures.
8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- and heavy-duty vehicle efficiencies. Aerodynamic efficiency measures for heavy-duty trucks pulling trailers 53 feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010. Future, yet to be determined improvements include hybridization of medium-duty and heavy-duty trucks.
11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. **High-Speed Rail.** Support implementation of a high-speed rail system.

13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. **High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting, and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MT CO<sub>2e</sub> per year.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.
18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the 5-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table 14 summarizes the project's consistency with the Scoping Plan. As summarized, the project would not conflict with any provisions of the Scoping Plan, and it supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

**Table 14. Scoping Plan Consistency Summary**

Action	Supporting Measures <sup>1</sup>	Consistency
Cap-and-Trade Program	—	Not applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect light industrial projects.
Light-Duty Vehicle Standards	T-1	Not applicable. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	Consistent. The project would include a variety of building, water, and solid waste efficiencies that are consistent with 2016 CALGreen requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not applicable. This is a statewide measure and is not within the purview of this project.
Vehicle Efficiency Measures	T-4	Not applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. Identifies measures to improve goods movement efficiencies, such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. These measures are yet to be implemented and will
	T-6	

**Table 14. Scoping Plan Consistency Summary**

Action	Supporting Measures <sup>1</sup>	Consistency
		be voluntary, and the project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	Consistent. The MSR program sets a goal for use of solar systems throughout the state. Although the project currently does not include solar energy generation, the building roof structure would be designed to support solar panels in the future.
Medium- and Heavy-Duty Vehicles	T-7	Not applicable. Medium-duty and heavy-duty trucks and trailers working from the proposed warehouses will be subject to aerodynamic and hybridization requirements as established by CARB; no feature of the project would interfere with implementation of these requirements and programs.
	T-8	
Industrial Emissions	I-1	Not applicable. These measures are applicable to large industrial facilities (greater than 500,000 MT CO <sub>2</sub> e per year), and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High-Speed Rail	T-9	Not applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The project would include a variety of building, water, and solid waste efficiencies consistent with 2016 CALGreen requirements.
High Global Warming Potential Gases	H-1	Not applicable. The proposed warehouses would not be substantial sources of high-Global Warming Potential emissions, and would comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The project would be required recycle a minimum of 50% from construction activities and warehouse operations per state and City requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The project would increase carbon sequestration by increasing on-site trees per the project landscaping plan.
Water	W-1	Consistent. The project would include use of low-flow fixtures and efficient landscaping, per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	



**Table 14. Scoping Plan Consistency Summary**

Action	Supporting Measures <sup>1</sup>	Consistency
Agriculture	A-1	Not applicable. The project is not an agricultural use.

**Note:**

<sup>1</sup> These supporting measures can be found at [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/appendix\\_b.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/appendix_b.pdf).

**Senate Bill 32**

SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order (EO) B-30-15. The legislation builds on the AB 32 goal of 1990 levels by 2020, and provides an intermediate goal to achieving EO S-3-05 targets, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050 (California Legislative Information 2016).

According to research conducted by Lawrence Berkeley National Laboratory and supported by CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32, and could achieve the 2030 goals under SB 32. The research used a new, validated model known as the California GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance with existing and future GHG-reducing policies. The CALGAPS model showed that GHG emissions through 2020 could range from 317 to 415 MT CO<sub>2</sub>e per year, indicating that existing state policies will likely allow California to meet its target of 2020 levels under AB 32. CALGAPS also showed that, by 2030, emissions could range from 211 to 428 MT CO<sub>2</sub>e per year, indicating that even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level of SB 32. CALGAPS analyzed emissions through 2050, even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the state's 80% reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050 (Lawrence Berkeley National Laboratory 2015).

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of EO S-3-05 has not been codified. Accordingly, the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the EO S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from the San Diego Association of Governments' (SANDAG's) adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB

375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the EO S-3-05 2050 reduction target. As previously discussed, the 2050 reduction target of EO S-3-05 has not been codified, unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively. Accordingly, the 2050 reduction target has not been subject to analysis by CARB. Further, the project is much smaller in size and scope in comparison to the Regional Transportation Plan as examined in Cleveland National. In that case, the California Supreme Court held that SANDAG did not violate CEQA by not considering the EO S-3-05 2050 reduction target. Accordingly, there is no information presently available to assess the project's consistency with regard to the 2050 target of EO S-3-05.

The project would not interfere with the state's implementation of EO B-30-15 or SB 32 targets of reducing statewide GHG emissions to 40% below 1990 levels by 2030 because the project would not interfere with the state's implementation of GHG reduction plans described in the CARB's Scoping Plan. Therefore, impacts associated with applicable GHG plans, policies, or regulations would be less than significant.

### 3.8 Hazards and Hazardous Materials

The following analysis is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared by Hazard Management Consulting Inc. in November 2018 and included as Appendix A.

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

#### **Short-Term Construction Impacts**

***Less-than-Significant Impact.*** A variety of hazardous substances and wastes would be transported to, stored, used, and generated on the project site during construction of the project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. However, these materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, hazardous materials would not be disposed of or released onto the ground or into the underlying groundwater or any surface water during construction or operation of the project, and completely enclosed containment would be required for all refuse generated on the project site. Additionally, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed to a waste facility permitted to treat, store, or dispose of such materials. Use of these materials during construction for their intended purpose would not pose a significant risk to the public or the environment.

The transport and use of hazardous materials would be required to comply with the guidelines set forth by each product's manufacturer, as well as in accordance with all applicable federal, state, and local regulations. The United States Department of Transportation, the California Department of Health Services, Caltrans, and the California Highway Patrol all have interrelated programs designed to prevent disasters during the transportation of hazardous materials. Additionally, the EPA and the Occupational Safety and Health Administration (OSHA) have interrelated programs designed to prevent the misuse of hazardous materials in the work place.

The Phase I ESA (Appendix A) was prepared to evaluate the potential for either past or current on-site contamination activities, if any, to impact future development of the project site. The Phase I ESA found that following inspection of the project site, review of its past use and activities, observation of surrounding properties, and search of federal, state, and local regulatory databases, there is no evidence of near-surface soil contamination within the site, and no further recommendations are required to further minimize risk to those working and handling subsurface soils during construction activities. Therefore, short-term construction impacts associated with hazardous materials would be less than significant.

### **Long-Term Operational Impacts**

***Less-than-Significant Impact.*** Potentially hazardous materials associated with project operations would include those materials used during typical cleaning and maintenance activities. Although these potential hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2018). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Additionally, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Additionally, as mandated by OSHA (OSHA 2017), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release.

As previously discussed, the Phase I ESA (Appendix A) did not identify soil contamination that would require remediation, restrict any future redevelopment of the project site, or result in classifying any soils as hazardous waste in terms of off-site disposal needs. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less-than-Significant Impact.** Refer to response provided in Section 3.8(a).

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** The project site is located approximately 0.6 mile southeast of Rancho Cucamonga Middle School (10022 Feron Boulevard) and approximately 0.84 miles east of Rancho Cucamonga Personalized Learning Center (8968 Archibald Avenue). Further, the project would neither create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, no impacts associated with emitting or handling hazardous materials in the vicinity of a school would occur.

- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** According to a review of regulatory databases was conducted as part of the Phase I ESA (Appendix A), the project site that is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). Therefore, no impacts associated with hazardous materials sites would occur.

- 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 for people residing or working in the project area?*

**No Impact.** The project site is located approximately 1.7 miles north of Ontario International Airport and 11.5 miles northeast of Flabob Airport in the City of Riverside. The project site is located within the Airport Influence Area of the Ontario International Airport and is subject to the Ontario Airport Land Use Compatibility Plan (ALUCP). The project site falls within the Ontario Airport influence area and airspace protection zone, but not within an airport safety zone, which are the most restrictive zones (City of Ontario 2011a). Given the nature of the project, the project would not be considered an incompatible use within the influence area or airspace protection zone. The project site is located outside of any designated hazard area mapped around either of these airports. Therefore, no impact associated with public airport hazards would occur.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** No private airstrips or heliports are known to occur within 2 miles of the project site. Therefore, no impact associated with private airstrip hazards would occur.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less-than-Significant Impact.** Typically, roadway facilities designated by the City's General Plan Community Mobility Chapter (City of Rancho Cucamonga 2010a) as major, modified, or secondary arterials, as well as other streets with regional access, are assumed to serve as evacuation routes in the event of a regional emergency. Vehicle access to the project site would be provided via 6th Street and Center Avenue. Figure CM-1 in the General Plan identifies 6th street as a tertiary roadway and does not identify Center Avenue as a roadway of regional significance. As discussed further in Section 3.16, the project would not result in any adverse effects to 6th Street Avenue, and as such, would not impede response or evacuation activities in the event of an emergency. Therefore, impacts associated with emergency response and evacuation routes would be less than significant.

- h) *Would the project expose people or structures 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?*

**No Impact.** According to CAL FIRE's 2008 High Fire Hazard Severity Zones, the project site is not located in an area identified as being susceptible to wildland fire. Additionally, Figure PS-1 in the City's General Plan does not identify the project site as being located in a fire hazards severity zone (City of Rancho Cucamonga 2010a). The project site is located in a predominantly developed portion of the City, and no wildland-urban interfaces occur in the project area. Therefore, no impacts associated with wildland fire would occur.

### 3.9 Hydrology and Water Quality

- a) *Would the project violate any water quality standards or waste discharge requirements?*

#### **Short-Term Construction Impacts**

**Less-than-Significant Impact.** Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system.

Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

Because the project would result in more than 1 acre or more of ground disturbance, the project would be subject to the NPDES stormwater program, which includes obtaining coverage under the State Water Resources Control Board's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP. Among the required items that must be included within a SWPPP are project design features intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as BMPs. The implementation of a Construction General Permit, including preparation of a SWPPP and implementation of BMPs, would reduce both stormwater runoff during project construction impacts to acceptable levels. Therefore, short-term construction impacts associated with water quality would be less than significant.

### **Long-Term Operational Impacts**

***Less-than-Significant Impact.*** The project would be subject to the municipal stormwater permit, the Municipal Separate Storm Sewer System (MS4) Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana RWQCB. The MS4 Permit requires implementation of LID BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The LID Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

Additionally, the project-specific Water Quality Management Plan ensures appropriate BMPs for post-construction and operations of the project. The combination of LID BMPs, source control, and other treatment control BMPs addressed within the Water Quality Management Plan would address identified pollutants and hydrologic concerns from new development, which could result in impacts to water quality standards (RWQCB 2010).

Further, the project will be required to comply with sections of the City's Municipal Code that set forth regulations to protect and enhance the quality of watercourses, water bodies, and wetlands within the City in a manner consistent with the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the municipal NPDES permit. Applicable sections of the Municipal Code include Section 19.20 of the City's Municipal Code, which outlines the requirements of the "City of Rancho Cucamonga Storm Water and Urban Runoff Management and Discharge Control Ordinance," and Section 17.56, which, among other things, establishes minimum landscape requirements to control soil erosion and to prevent excessive irrigation.

Pursuant to City requirements, a drainage study showing a 100-year design storm event for on-site drainage will be prepared and submitted to the Engineering Department for review and approval for on-site stormwater drainage prior to issuance of a grading permit. The report will contain water surface profile gradient calculations for all storm drain pipes that are 12 inches and larger in diameter. This drainage study will provide inlet calculations showing the proper sizing of the water quality management plan stormwater flows into the proposed structural stormwater treatment devices, ensuring the post-development flows are equal to or less than pre-development flows. In addition, the drainage study must show that the project site can accept all existing off-site stormwater drainage flows and safely convey those flows through or around the project site. If existing off-site stormwater drainage flows mix with any on-site stormwater drainage flows, then the off-site stormwater drainage flows will be treated with the on-site stormwater drainage flows for stormwater quality purposes, prior to discharging the stormwater drainage flows from the site. Therefore, long-term impacts associated with associated with water quality would be less than significant.

- b) *Would the project substantially deplete groundwater supplies or 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

### **Groundwater Supplies**

***Less-than-Significant Impact.*** The project site is located within the service area of the Cucamonga Valley Water District (CVWD). CVWD currently obtains water from four different sources: (1) local groundwater basins (45.3%), (2) canyon/local surface water (6.5%), (3) imported surface water (46.6%), and (4) recycled water (CVWD 2016). CVWD currently pumps groundwater from active wells located within the Chino Basin and Cucamonga basin. Groundwater levels within these basins are both individually and collectively monitored by their respective watermasters to prevent future overdraft of the groundwater basins. Legal, regulatory, and other mechanisms are currently in place to ensure that the amount of groundwater pumped in the broader project region does not exceed safe yields/operating safe yields. As such, although the project would rely on water supplies that would be composed, at least in part, of groundwater, all extraction of groundwater for use by CVWD is actively managed to prevent overdraft, ensure the long-term reliability of the groundwater basins, and avoid adverse effects to groundwater supplies.

Additionally, according to the Geotechnical Engineering Investigation (Appendix F), the depth of groundwater in the project area is in excess of 400 feet below ground surface. As such, the project's subsurface construction activities, which would extend only a few feet below grade, are highly unlikely to encounter groundwater, and dewatering activities are not anticipated to be necessary. Therefore, impacts associated with groundwater supplies would be less than significant.

## Groundwater Recharge

***Less-than-Significant Impact.*** While undeveloped, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge.

Although the project would add impervious surfaces to the project site, once operational, the project site would contain landscape areas and other pervious surfaces (approximately 4.27 acres of the site would include impervious surfaces) that would allow for water to percolate into the subsurface soils. In addition, the project site would drain the majority of stormwater into on-grade, open inlets located throughout the parking and loading/dock areas. Stormwater flows would enter these inlets and then into one of two 54-inch infiltration chambers (perforated pipes) that will collect and treat first flush and nuisance flows, allowing these dry flows to infiltrate into the soils below. Therefore, impacts associated with groundwater recharge would be less than significant.

- c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

## Short-Term Construction Impacts

***Less-than-Significant Impact.*** Construction of the project would include earthwork activities that could potentially alter the existing drainage pattern of the site, which would subsequently result in erosion, siltation, flooding, and other on- and off-site impacts.

The project would be subject to the NPDES stormwater program, which includes obtaining coverage under the State Water Resources Control Board's Construction General Permit. Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP. Among the required items that must be included in a SWPPP are BMPs designed to protect against substantial soil erosion as a result of water and wind erosion. The implementation of a Construction General Permit, including preparation of a SWPPP and implementation of BMPs, would reduce stormwater runoff impacts during project construction to acceptable levels. Therefore, short-term construction impacts associated with altering the existing drainage pattern of the project site would be less than significant.

## Long-Term Operational Impacts

***Less-than-Significant Impact.*** Under the existing condition, the ground surface of the project site is covered with non-native grasses, ruderal vegetation, and patches of barren earth. Thus, implementation of the project would increase the amount of impervious areas on site and alter the existing drainage patterns.



However, the project site does not currently have infiltration basins or capture systems in place to control stormwater runoff, and during heavy storm events, on-site stormwater can be conveyed unrestricted off site.

The project would be required to conform with all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed to have adequate capacity to capture stormwater flow to prevent erosion or on-site or off-site flooding impacts.

To capture and treat on-site stormwater, a new engineered stormwater drainage system would be constructed on site to collect and treat on-site stormwater. Post-development, the project site would drain the majority of stormwater into on-grade, open inlets located throughout the parking and loading/dock areas. Stormwater flows would enter these inlets and then into one of two 54-inch infiltration chambers (perforated pipes) that will collect and treat first flush and nuisance flows while conveying stormwater flow to an existing 114-inch storm drain located within 6th Street. Prior to issuance of building permits, the City will review the project's connection with this existing storm drain facility to ensure that it has adequate capacity to accept the project's stormwater flows during storm events. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater.

Further, the project will be required to comply with sections of the City's Municipal Code, including Sections 19.20 and 17.56, that set forth regulations to protect and enhance the quality of watercourses, water bodies, and wetlands within the City in a manner consistent with the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the municipal NPDES permit.

Pursuant to City requirements, a drainage study showing a 100-year design storm event for on-site drainage will be prepared and submitted to the Engineering Department for review and approval for on-site stormwater drainage prior to issuance of a grading permit. The report will contain water surface profile gradient calculations for all storm drain pipes that are 12-inches and larger in diameter. This drainage study will provide inlet calculations showing the proper sizing of the water quality management plan stormwater flows into the proposed structural stormwater treatment devices, ensuring the post-development flows are equal to or less than pre-development flows. In addition, the drainage study must show that the project site can accept all existing off-site stormwater drainage flows and safely convey those flows through or around the project site. If existing off-site stormwater drainage flows mix with any on-site stormwater drainage flows, then the off-site stormwater drainage flows will be treated with the on-site stormwater drainage flows for stormwater quality purposes, prior to discharging the stormwater drainage flows from the site. Therefore, long-term operational impacts associated with altering the existing drainage pattern of the project site would be less than significant.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

***Less-than-Significant Impact.*** Refer to response 3.9(c).

- e) ***Would the project 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?***

***Less-than-Significant Impact.*** The project would be required to conform with all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed to have adequate capacity to capture stormwater flow to prevent erosion or on-site or off-site flooding impacts.

To capture and treat on-site stormwater, a new engineered stormwater drainage system would be constructed on site to collect and treat on-site stormwater. Post-development, the project site would drain the majority of stormwater into on-grade, open inlets located throughout the parking and loading/dock areas. Stormwater flows would enter these inlets and then into one of two 54-inch infiltration chambers (perforated pipes) that will collect and treat first flush and nuisance flows while conveying stormwater flow to an existing 114-inch storm drain located within 6th Street. Prior to issuance of building permits, the City will review the project's connection with this existing storm drain facility to ensure that it has adequate capacity to accept the project's stormwater flows during storm events. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with stormwater drainage system capacity would be less than significant.

- f) ***Would the project otherwise substantially degrade water quality?***

***Less-than-Significant Impact.*** Refer to response provided in Sections 3.9(a), 3.9(c), and 3.9(e).

- g) ***Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

**No Impact.** The project consists of construction of a warehouse building and does not include any residential uses. Therefore, no impacts associated with placing housing within a 100-year flood hazard area would occur.

- h) ***Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

**No Impact.** According to the Federal Emergency Management Agency Flood Insurance Rate Map No. 06071C8629H (FEMA 2008), the project site is located outside of both a 1% Annual Chance Flood Hazard Zone (100-year floodplain) and 0.2% Annual Chance Flood Hazard Zone (500-year floodplain). Additionally, per Figure PS-5 in the City's General Plan, the project site is located outside of a dam inundation area. Therefore, no impacts associated with flooding would occur.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**No Impact.** Refer to response provided in Section 3.9(g).

- j) *Inundation by seiche, tsunami, or mudflow?*

**No Impact.** Because of the project site's inland location, the project would not be subject to tsunami. Additionally, due to the lack of a larger adjacent perennial waterbody such as a reservoir or lake, the project site would be susceptible to seiche. Further, the project site's relatively flat topography and lack of nearby hillside would eliminate any impact-related mudflow. Therefore, no impacts associated with these natural phenomena would occur.

### 3.10 Land Use and Planning

- a) *Would the project physically divide an established community?*

**No Impact.** The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses.. Established residential neighborhoods are not found adjacent to the project site, and thus, the site is not used as a connection between two established communities. Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. The project would not impede movement between these residences within the project area, within an established community, or from one established community to another. Additionally, the project would include improvements such as new sidewalks that would improve pedestrian connectivity and safety along the project frontage. Therefore, no impacts associated with division of an existing community would occur.

- b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** According to the City's General Plan, the project site is located within the General Industrial Zone, which is planned to allow for a wide range of industrial activities that include manufacturing, assembling, fabrication, wholesale supply, heavy commercial, green technology, and office uses. In accordance, the project would involve construction of an one-story dual-tenant occupied warehouse building and associated on-site and site-adjacent improvements. The project site would support a variety of industrial uses, depending on the future tenants. These future uses would include those related to warehouse,

distribution, and/or logistics, which is generally consistent with the permissible uses and activities allowed by the City in the General Industrial zone. The project would conform to the development standards established by the City for the General Industrial zone, and the project would not conflict with the City's Development Code or any other applicable land use plan, policy, or regulation. Therefore, no impacts associated with land use provisions would occur.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The project is not within any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts associated with an adopted conservation plan would occur.

### 3.11 Mineral Resources

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** The City contains aggregate mineral resources. According to Figure RC-2 in the City's General Plan, the project site is not designated as a site containing known mineral resources that would be of value to the region and the residents of the state. Therefore, no impacts would occur.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** Refer to response provided in Section 3.11(a).

### 3.12 Noise

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

#### **Noise Fundamentals**

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very

low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies that are audible to the human ear.

### ***Noise Descriptors***

Noise equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour  $L_{eq}$  is the noise metric used by Caltrans for all traffic noise impact analyses.

The day-night average level ( $L_{dn}$ ) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 10 dB to sound levels at night between 10:00 p.m. and 7:00 a.m. While the Community Noise Equivalent Level is similar to the  $L_{dn}$ , except that it has another addition of 4.77 dB to sound levels during the evening hours between 7:00 p.m. and 10:00 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason, the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City relies on the Community Noise Equivalent Level noise standard to assess transportation-related impacts on noise-sensitive land uses.

### ***Noise Propagation***

From the noise source to the receptor, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source, as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receptor may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

### ***Ground Absorption***

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receptor. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources,

a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone, and very hard packed earth. For line sources, a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration traffic noise prediction model used in this analysis.

### **Noise-Sensitive Receptors**

Noise-sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multifamily dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

The nearest off-site sensitive receptors to the project site consist of residents of single-family homes located approximately 1,900 feet northwest of the project site at the southeast corner of 8th Street and Hermosa Avenue.

Along the project's likely preferred truck route (Haven Avenue), noise-sensitive receptors include a multifamily residential use (the Vistara apartment community) on the southwest corner of 4th Street and Haven Avenue in the City of Ontario.

### **Standard Noise Regulatory Conditions**

The project will be required to comply with the following regulatory conditions from the City.

#### ***Rancho Cucamonga Municipal Code***

The following lists the Rancho Cucamonga Municipal Code (City of Rancho Cucamonga 2018) regulations that are applicable to all General Industrial projects in the City.

#### **Section 17.66.050(D)(4)(b) – Construction Noise**

Section 17.66.050(D)(4)(b) of the City's Municipal Code exempts construction activities from the City's noise standards provided construction activities that occur adjacent to industrial uses do not take place between the hours of 10:00 p.m. and 6:00 a.m..

### Section 17.66.050(F)(1) – Residential Noise Standards

Table 17.66.050-1 (Residential Noise Limits) includes the maximum noise limits in residential zones. These are the noise limits when measured at the adjacent residential property line (exterior) or within a neighboring home (interior). In residential zones, exterior noise levels cannot exceed 65 dBA between 7:00 a.m. and 10:00 p.m., and 60 dBA between 10:00 p.m. and 7:00 a.m. Interior noise levels cannot exceed 50 dBA between 7:00 a.m. and 10:00 p.m., and 45 dBA between 10:00 p.m. and 7:00 a.m.

### Section 17.66.110 – Industrial Performance Standards

Section 17.66.110 of the City's Municipal Code limits noise from General Industrial uses to 80 dB and exempts noise caused by motor vehicles and trains from this standard. Section 17.66.110 of the City's Municipal Code also limits vibration activities from General Industrial uses to vibration levels that are not discernible at the property line and exempts motor vehicles, trains, and temporary construction equipment from this standard.

### ***Ontario Municipal Code***

#### Section 5-29.04(a) – Exterior Noise Standards and Section 5-29.05(a) – Interior Noise Standards

For multifamily residential uses in the City of Ontario, exterior noise levels cannot exceed 65 dBA between 7:00 a.m. and 10:00 p.m., and 50 dBA between 10:00 p.m. and 7:00 a.m. Interior noise levels cannot exceed 45 dBA between 7:00 a.m. and 10:00 p.m., and 40 dBA between 10:00 p.m. and 7:00 a.m.

### **Short-Term Construction Impacts**

***Less-than-Significant Impact.*** Construction noise would be considered a short-term, temporary significant impact if construction activities exceed the allowable hours of construction permitted by the City, and/or construction noise levels exceed the permissible limit.

The nearest sensitive receptors to the project are single-family residential uses located approximately 1,900 feet to the northwest of the project site. These receptors may be affected by short-term noise impacts associated with construction activities and the transport of construction workers and materials to and from the project site.

Project-generated construction noise would vary depending on the construction process, type of equipment involved, location of the construction-site with respect to sensitive receptors, schedule proposed to carry out each task (e.g., hours and days of the week), and duration of the construction work. Grading is expected to produce the highest sustained construction noise levels.

Typical noise sources and noise levels associated with construction are shown in Table 15. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full-power operation followed

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by 3 to 4 minutes at lower-power settings. A likely worst-case construction noise scenario assuming the use of this equipment was calculated using the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2017), assuming the use of a grader, a dozer, two excavators, two backhoes, and a scraper operating at 100 feet from the nearest noise-sensitive receptor.

Assuming a usage factor of 40% for each piece of equipment, unmitigated noise levels at 100 feet would reach up to 83 A-weighted decibels (dBA) equivalent sound over a given period ( $L_{eq}$ ) during grading. Noise levels for the other construction phases would be lower and range between 78 and 79 dBA. Given that the closest noise-sensitive receptor to the project site is approximately 1,900 feet (0.36 miles) away, and assuming a noise attenuation rate of 6.0 dBA/DD, a drop-off of more than 36 DBA can be expected. Thus, project-construction noise levels at these noise-sensitive receptors would range between roughly 47 dBA ( $L_{eq}$ ) and 43 dBA ( $L_{eq}$ ), depending on the specific phase of construction. These noise levels would not exceed the 65 dBA daytime exterior noise threshold for residential zones set forth by the City. In addition, note that these calculations do not take into account further noise attenuation provided by the many buildings that are located between the project site and the nearest noise-sensitive receptors, all of which help to break the line-of-sight (and thus, serve as noise barriers) between the construction activities and these closest noise-sensitive receptors.

**Table 15. Typical Construction Equipment Noise Levels**

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Rock drills	83–99	96
Jackhammers	75–85	82
Pneumatic tools	78–88	85
Pumps	74–84	80
Dozers	77–90	85
Scrapers	83–91	87
Haul trucks	83–94	88
Cranes	79–86	82
Portable generators	71–87	80
Rollers	75–82	80
Tractors	77–82	80
Front-End loaders	77–90	86
Hydraulic excavators	81–90	86
Graders	79–89	86
Air compressors	76–89	86
Trucks	81–87	86

**Source:** FTA 2006.

**Notes:** dBA = A-weighted decibel.



Construction noise would cause a temporary, periodic increase in the ambient noise levels above the existing levels within the project vicinity. Section 17.66.050(D)(4) of the City's Municipal Code exempts construction activities from the City's noise standards provided construction activities associated with development of the project, that would occur adjacent to industrial uses, do not take place between the hours of 10:00 p.m. and 6:00 a.m. (City of Rancho Cucamonga 2018). Construction activities on the project site would adhere to these time restrictions.

As such, project construction would both generate an acceptable level of short-term noise at the closest noise-sensitive receptors located nearly approximately 0.36 miles from the construction activities, and would adhere to the limitation of allowable construction times provided in Section 17.66.050(D)(4). Construction-related noise levels would not exceed any applicable noise standards established by the City. Therefore, impacts associated with short-term construction noise increase would be less than significant.

## **Long-Term Operational Impacts**

### ***Traffic Noise Analysis***

***Less-than-Significant Impact.*** The project is expected to generate 204 additional trips to the roadway system and would not result in a doubling of trips on any particular road segment, per existing traffic data provided in the Trip Generation Evaluation (Appendix B). Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dBA<sup>4</sup>.

According to Figure CM-8 of the City's General Plan, Haven Avenue serves as a City-designated truck route. Given that trucks entering and exiting the project site can do so without turn restrictions, it is expected that the majority of project-related truck traffic will use Haven Avenue, due to its close proximity to the site and direct connectivity to I-10. Noise-sensitive receptors along Haven Avenue include a multifamily residential use (the Vistara apartment community) on the southwest corner of 4th Street and Haven Avenue in the City of Ontario.

Because this noise-sensitive receptor is located within the City of Ontario, noise levels generated by project-related traffic should comply with Ontario Municipal Code Section 5-29.04(a) – Exterior Noise Standards and Section 5-29.05(a) – Interior Noise Standards. These code sections require that for multifamily residential uses in the City of Ontario, exterior noise levels cannot exceed 65 dBA between 7:00 a.m. and 10:00 p.m., and 50 dBA between 10:00 p.m. and 7:00 a.m. Interior noise levels cannot exceed 45 dBA between 7:00 a.m. and 10:00 p.m., and 40 dBA between 10:00 p.m. and 7:00 a.m.

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<sup>4</sup> Under normal circumstances (non-laboratory settings), a 3-dBA increase in noise levels is considered to be the smallest increase that is audible to the human ear; a less than 3-dBA increase in noise levels is considered to be a barely or non-audible increase.

Per Figure S-3a of the City of Ontario's Ontario Plan, roadway noise along Haven Avenue was estimated to be range between 75 dBA and 80+ dBA, and exterior noise levels on the multifamily residential community as a result of adjacent roadway noise would range from 65 dBA to 75 dBA (City of Ontario 2011b). Thus, ambient noise levels experienced by this noise-sensitive receptors likely already exceeded the exterior noise standards set forth by the City of Ontario, and consistent with Section 5-29.05(a)(1) of the Ontario Municipal Code, if the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

According to the City's General Plan EIR, southbound Haven Avenue between Arrow Route and I-10 carries approximately 34,900 daily vehicle trips (City of Rancho Cucamonga 2010b). In order for project-generated vehicular traffic to permanently increase the exterior noise levels experienced at the noise-sensitive receptors along Haven Avenue by 3 dB, the existing traffic volumes would have to double. Since the project would only result in a nominal increase in traffic volumes on Haven Avenue, the project-related roadway noise increase is anticipated to be negligible, and the roadway noise level experienced at the noise-sensitive receptors located along Haven Avenue would continue to range between approximately 65 dBA to 75 dBA.

Further, a cursory review of the exterior Vistara apartment community found that the apartment dwelling units have central heating, ventilation, and air conditioning units. Thus, residents have the ability to close exterior windows should the adjacent roadway noise become too distracting, regardless of the ambient outside temperature. Modern building materials, including modern double-paned windows, attenuate noise levels a minimum of approximately 20 dBA to 30 dBA. As such, assuming a "windows shut" scenario, interior noise levels within these dwelling units should not exceed the City of Ontario's interior noise level thresholds of 45 dBA between 7:00 a.m. and 10:00 p.m. and 40 dBA between 10:00 p.m. and 7:00 a.m., even with addition of project-related truck traffic to the existing traffic volumes along Haven Avenue. Therefore, impacts associated with project-generated traffic noise would be less than significant.

### ***On-Site Operational Noise Analysis***

***Less-than-Significant Impact.*** The operation of the project may create noise impacts from parking lot activities, delivery truck activities, forklift activities, and truck ingress and egress. Section 17.66.110 of the City's Municipal Code limits noise from General Industrial uses to 80 dB and exempts noise caused by motor vehicles (City of Rancho Cucamonga 2018). Nonetheless, trucks would not be permitted to idle in the loading area for longer than 5 minutes per existing CARB regulation (13 CCR 2485), and truck ingress and egress would only occur sporadically (approximately nine times per hour<sup>5</sup>) and not represent a regular occurrence over the course of the day and night. As a result, the limited amount of truck circulation and lack of extensive on site idling would not result in a substantial increase in ambient noise levels in the project vicinity.

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<sup>5</sup> As presented in Table 17, the project would generate a total of 204 truck trips per day, equating to approximately 8.5 trucks per hour.

The only anticipated noise source associated with the project that is not exempted from Section 17.66.110 of the Municipal Code would be from the use of forklifts on the project site and interior warehouse activities (City of Rancho Cucamonga 2018). In order to determine the noise created from forklifts, a noise measurement was taken of an operational propane powered forklift carrying pallets (see Appendix G), which measured a noise level of 74.4 dBA  $L_{eq}$  at approximately 10 feet from the forklift, based on standard noise propagation rates, a forklift may operate as near as 5 feet from the property line, while remaining within the City's 80 dB noise standard for property zoned General Industrial. The proposed site plan was reviewed and it was determined that there were minimum 5-foot-wide landscape buffers around the perimeter of the project site. As such, it is not possible for a forklift to operate any closer than 5 feet to a property line.

Loading dock doors would be surrounded with protective aprons or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. These project features would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, impacts associated with project generated on-site operational noise would be less than significant.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

#### **Short-Term Construction Impact**

***Less-than-Significant Impact.*** The main concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of ground-borne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment; none of these activities would be required as part of the project. The primary source of ground-borne vibration occurring as part of the project would be earthwork activities.

According to California Department of Transportation, D-8 and D-9 Caterpillars, earthmovers, and trucks have not exceeded 0.10 inches per second peak particle velocity at 10 feet. Since the nearest off-site residence is located not closer than 1,900 feet from the proposed construction activities, vibration from construction activities at the closest sensitive receptor would not exceed the significance threshold of 0.20 inches per second peak particle velocity (Caltrans 2013).

Vibration-sensitive instruments and operations may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case specific. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to vibration-sensitive operations (Caltrans 2013). There are no known vibration-sensitive facilities

within 200 feet of the project, and pile driving would not be employed in project construction. Therefore, impacts associated with construction-related ground-borne vibration would be less than significant.

### **Long-Term Operational Impacts**

Section 17.66.110 of the City's Municipal Code limits vibration activities from General Industrial-zoned uses to vibration levels that are not discernible at the property line (City of Rancho Cucamonga 2018). Section 17.66.110 of the City's Municipal Code also exempts vibration caused by motor vehicles from this standard. Even though vibration from the on-site operation of semi-trucks may be exempt from City standards, there is still potential that groundborne vibration may expose persons to excessive vibration levels.

Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second peak particle velocity (PPV) at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur on-site as near as approximately 75 feet from the nearest off-site worker. Based on typical propagation rates, the vibration level at the nearest off-site worker would be 0.01 inch per second PPV. Caltrans research found that human response to transient sources becomes distinctly perceptible at 0.25 inch per second PPV. As such, vibration created from operation of the project would be below the threshold of perception at the nearest off-site worker. Therefore, impacts associated with operational-related ground-borne vibration would be less than significant.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less-than-Significant Impact.** Refer to the response provided in Section 3.12(a).

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less-than-Significant Impact.** Refer to the response provided in Section 3.12(a).

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**Less-than-Significant Impact.** The project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Ontario International Airport, located approximately 1.7 miles south of the project site. Ontario International Airport's runway configuration is east-west, while the project site is directly north of the airport; thus, the typical airport flight patterns would not fly over the project site. The project site is located within the Airport Influence Area of the Ontario

International Airport and is subject to the Ontario ALUCP. However, the project falls outside the geographic locations of the 65 dB Community Noise Equivalent Level noise contours as identified on Policy Map 2-3, Noise Impact Zones, of the Ontario ALUCP and would not result in excessive noise levels for people residing or working in the project area (City of Ontario 2011a). Therefore, impacts associated with public airport noise would be less than significant.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** No private airstrips or heliports are known to occur within 2 miles of the project site. Therefore, no impact associated with private airstrip hazards would occur.

### 3.13 Population and Housing

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**Less-than-Significant Impact.** The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction, but will likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated to be filled primarily by workers who reside in the project area vicinity; therefore, construction of the project would not generate a permanent increase in population within the project area.

Because the future tenants are not yet known, the number of jobs that the project would generate cannot be precisely determined. Thus, for purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG in their publication “Employment Density Study.” This publication reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs supported is 1 employee (SCAG 2001). The proposed warehouse would be approximately 117,293 square feet, and as such, the estimated number of employees required for operation would be approximately 55 employees. Similar to the construction jobs, these permanent positions are expected to be filled primarily by the local existing labor force without people needing to relocate into the project region. The project would not stimulate population growth or population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The project site is currently vacant and contains no housing or other residential uses. Given that no residential uses are currently located on the project site, it follows that the site does not support a residential population. Therefore, no impacts associated with displacement of housing or people would occur.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** Refer to response provide in Section 3.13(b).

### 3.14 Public Services

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

#### ***Fire protection?***

**Less-than-Significant Impact.** Fire protection services for the City are provided by the Rancho Cucamonga Fire Protection District (RCFPD). The RCFPD employs approximately 120 full-time and part-time employees and provides fire protection and emergency medical response services to approximately 50 square miles in and around the City limits (RCFPD 2018). Fire, rescue, emergency medical service, and hazardous materials incidents are coordinated through an on-duty Battalion Chief supervising cross-trained firefighter/paramedics and firefighter/emergency medical technicians responding from seven fire stations. The closest fire station to the project area is Fire Station 174 (11297 Jersey Boulevard), located approximately 1.9 miles from the project site. A Medic Engine and Ladder Truck Company are staffed at this fire station.

The project site is located in a highly developed part of the City and is already located within RCFPD's service area. The City's General Plan EIR found that buildout of the City pursuant with the General Plan Update would increase the demand for fire protection services, including fire protection resources such as staff and equipment. However, the General Plan EIR also concluded that future funding for these additional fire protection resources would be provided through the City's general fund, which is maintained through the collection of taxes, and that no new structural facilities beyond that already planned for would be needed.

Further, given that the project is consistent with the project site's General Plan land use designation, as well as the development intensity previously analyzed for the site as part of the General Plan Update, it follows

that the adequate fire protection resources would still be available to the City after implementation of the project. Although the project could potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing vacant conditions, this increase is expected to be nominal and would not result in the need for new RCFPD facilities. Therefore, impacts associated with RCFPD facilities and response times would be less than significant.

***Police protection?***

***Less-than-Significant Impact.*** The City contracts with the San Bernardino County Sheriff's Department for law enforcement services in the City, including the project site, and the San Bernardino County Sheriff Department's operations within the City are referred to as the Rancho Cucamonga Police Department (RCPD). The RCPD is headquartered at 10510 Civic Center Drive, approximately 1.5 miles north of the project site, and is a full service police station. The RCPD provides patrol services, in addition to a full service traffic division, which includes motor units, a Major Accident Investigation Team, a commercial enforcement unit, and a parking enforcement unit.

The RCPD Operations Division is responsible for the deployment of various units to ensure the ongoing safety of the residents of Rancho Cucamonga. The Operations Division includes the following sections: traffic division, patrol division, specialized investigations, and detective division. The average police response time for emergency service calls in 2017 was 4.85 minutes (RCPD 2018).

The project site is located in a highly developed part of the City and is already located within RCPD's service area. The City's General Plan EIR found that buildout of the City pursuant with the General Plan Updated would increase the demand for police protection services, including police protection resources such as staff law enforcement personnel. However, the General Plan EIR also concluded that incremental increase in demand for police services would be met through the hiring of additional staff, as needed, which would be funded through existing funding mechanisms such as the general fund revenue and grant funding.

Moreover, given that the project is consistent with the project site's General Plan land use designation, as well as the development intensity previously analyzed for the site as part of the General Plan Update, it follows that the adequate police protection resources would still be available to the City after implementation of the project. While the project would potentially result in a slight, incremental increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and would not result in the need for new RCPD facilities. Therefore, impacts associated with project facilities and response times would be less than significant.

***Schools?***

***No Impact.*** Primary elementary school public education services (Kindergarten through 8th Grade) are provided to the project site by the Cucamonga School District, which serves the southern portion of the City, and secondary public education (9th through 12th grades) is provided by the Chaffey Joint Union High School District (City of Rancho Cucamonga 2010a).

Neither the construction nor the operation of the project would generate new permanent residents that would increase student populations. As such, the project would not directly or indirectly induce population growth in the City. Therefore, impacts associated with Cucamonga School District and Chaffey Joint Union High School District facilities and student-teacher ratios would be less than significant.

***Parks?***

***No Impact.*** The project would not directly or indirectly induce population growth in the City. As such, the project would not generate new permanent residents that would increase the use of existing parks such that substantial physical deterioration of facilities would occur or be accelerated. Therefore, no impacts associated with park facilities would occur.

***Other public facilities?***

***No Impact.*** Given the lack of population growth as a result of the project, it is unlikely that the project would increase the use of libraries and other public facilities. Therefore, no impact associated with libraries and other public facilities would occur.

### 3.15 Recreation

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

***No Impact.*** The project would not directly or indirectly induce substantial population growth in the City. Neither construction nor operation of the project would generate new residents to the extent that use of existing parks and recreational facilities would increase and result in the physical deterioration of these facilities. Therefore, no impacts associated with the increased use of existing recreational facilities would occur.

- 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?***

***No Impact.*** Refer to response provided in Section 3.15(a).



### 3.16 Transportation and Traffic

The following analysis is based on the November 2018 Trip Generation Evaluation prepared by Urban Crossroads (Appendix B).

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**Less-than-Significant Impact.** The following analysis has been prepared in accordance with the County of San Bernardino Congestion Management Program Traffic Study Guidelines outlined in Appendix B.<sup>6</sup> The County's traffic study guidelines indicate that if a project generates fewer than 100 to 250 peak hour trips and contributes less than 50 peak hour trips to a Congestion Management Program intersection, a formal traffic study is typically not required as off-site improvements are assumed to be nominal for low-traffic-generating uses.

As provided in the Trip Generation Evaluation (Appendix B), trip-generation rates were determined for daily traffic and morning peak-hour inbound and outbound, and evening peak-hour inbound and outbound traffic for the proposed land use. The traffic volumes were determined based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate project traffic are shown in Table 16 for actual vehicles and Table 17 for passenger car equivalents (PCE). The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual, 10th Edition (ITE 2017). For purposes of this analysis, ITE Land Use Code 150 (Warehousing) has been used to derive site-specific trip generation estimates. To accurately reflect the impact that heavy trucks would have on the street system, project trips have been further broken down between passenger cars and trucks for each of the peak hours and weekday daily trip generation. As noted on Table 16, information for passenger cars and trucks have been separated in the raw trip generation estimates to provide a more detailed breakdown.

Trip generation for heavy trucks was further broken down by truck type (i.e., number of axles). The total truck percentage is comprised of three different truck types: two-axle, three-axle, and four+-axle trucks. For the purposes of this analysis, the vehicle mix source is the ITE Trip Generation Handbook (3rd Edition), and the truck mix has been obtained from the SCAQMD Warehouse Truck Trip Study Data Results and Usage (2014) for non-cold storage warehouse buildings. Lastly, PCE factors were applied to the trip generation rates for heavy trucks (large two axles, three axles, or four or more axles). PCEs allow the typical "real-world" mix of vehicle types

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<sup>6</sup> The City does not have an adopted set of traffic analysis guidelines, and as such, requires traffic analysis based on the County of San Bernardino Congestion Management Program Traffic Study Guidelines.

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to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in Appendix B of the San Bernardino County Congestion Management Program 2016 Update. Trip generation rates for actual vehicles and with PCE factors are shown on Table 16 and Table 17, respectively.

**Table 16. Project Trip Generation Summary (Actual Vehicles)**

Trip Generation Rates									
Project			Morning Peak			Afternoon Peak			Daily
Land Use	Code <sup>1</sup>	Unit	In	Out	Total	In	Out	Total	
Warehousing <sup>2,3</sup>	150	TSF	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars (80.00%)			0.105	0.031	0.136	0.041	0.111	0.152	1.392
Two-Axle Trucks (3.34%)			0.004	0.001	0.005	0.002	0.005	0.007	0.058
Three-Axle Trucks (4.14%)			0.005	0.002	0.007	0.002	0.006	0.008	0.072
Four+-Axle Trucks (12.52%)			0.016	0.005	0.021	0.006	0.017	0.023	0.218
PCE Trip Generation Summary									
Project			Morning Peak			Afternoon Peak			Daily
Land Use	Quantity	Units	In	Out	Total	In	Out	Total	
Warehousing	117,293	TSF							
Passenger Cars:			12	4	16	5	13	18	163
Truck Trips:									
Two-Axle Trucks:			0	0	0	0	1	1	7
Three-Axle Trucks:			1	0	1	0	1	1	8
Four+-Axle Trucks:			2	1	3	1	2	3	26
Net Truck Trips (Actual Vehicles)			3	1	4	1	4	5	41
<b>Total Net Trips (Actual Vehicles)<sup>4</sup></b>			<b>15</b>	<b>5</b>	<b>20</b>	<b>6</b>	<b>17</b>	<b>23</b>	<b>204</b>

Source: Appendix B.

Notes: TSF = thousand square feet; PCE = passenger car equivalent.

<sup>1</sup> ITE 2017.

<sup>2</sup> Vehicle Mix Source: ITE Trip Generation Handbook, 3rd Edition, September 2017.

<sup>3</sup> Truck Mix Source: SCAQMD Warehouse Truck Trips Study Data Results and Usage (2014). Normalized % – Without Cold Storage: 16.7% two-axle trucks, 20.7% three-axle trucks, 62.6% four+-axle trucks.

<sup>4</sup> Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

**Table 17. Project Trip Generation Summary (PCE)**

Trip Generation Rates									
Project			Morning Peak			Afternoon Peak			Daily
Land Use	Code <sup>1</sup>	Unit	In	Out	Total	In	Out	Total	
Warehousing <sup>2,3</sup>	150	TSF	0.131	0.039	<b>0.170</b>	0.051	0.139	<b>0.190</b>	<b>1.740</b>
Passenger Cars (80%)			0.105	0.031	<b>0.136</b>	0.041	0.111	<b>0.152</b>	<b>1.392</b>
Two-Axle Trucks (3.34%) (PCE = 1.5)			0.006	0.002	<b>0.008</b>	0.003	0.008	<b>0.011</b>	<b>0.087</b>

**Table 17. Project Trip Generation Summary (PCE)**

<b>Trip Generation Rates</b>									
<i>Project</i>				<i>Morning Peak</i>			<i>Afternoon Peak</i>		
<i>Land Use</i>	<i>Code<sup>1</sup></i>	<i>Unit</i>		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Daily</i>
Three-Axle Trucks (4.14%) (PCE = 2.0)				0.010	0.004	<b>0.014</b>	0.004	0.012	<b>0.016</b>
Four+-Axle Trucks (12.52%) (PCE = 3.0)				0.048	0.015	<b>0.063</b>	0.018	0.051	<b>0.069</b>
<b>PCE Trip Generation Summary</b>									
<i>Project</i>				<i>Morning Peak</i>			<i>Afternoon Peak</i>		
<i>No.</i>	<i>Land Use</i>	<i>Quantity</i>	<i>Units</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Daily</i>
	Warehousing	117.293	TSF						
Passenger Cars:				12	4	<b>16</b>	5	13	<b>18</b>
Truck Trips:									
Two-Axle Trucks:				1	0	<b>1</b>	0	1	<b>10</b>
Three-Axle Trucks:				1	0	<b>1</b>	0	1	<b>17</b>
Four+-Axle Trucks:				6	2	<b>8</b>	2	6	<b>77</b>
<i>Net Truck Trips (PCE)</i>				8	2	<b>10</b>	2	8	<b>104</b>
<b>Total Net Trips (PCE)<sup>4</sup></b>				<b>20</b>	<b>6</b>	<b>26</b>	<b>7</b>	<b>21</b>	<b>28</b>

**Source:** Appendix B.

**Notes:** PCE = passenger car equivalent; TSF = thousand square feet.

<sup>1</sup> ITE 2017.

<sup>2</sup> Vehicle Mix Source: ITE High Cube Warehouse Vehicle Trip Generation Analysis, October 2016.

<sup>3</sup> PCE rates are 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for four+-axle trucks.

<sup>4</sup> Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (PCE).

As shown in Table 17, the project is anticipated to generate a net total of 267 PCE trip-ends per day with 26 PCE morning peak-hour trips and 28 PCE evening peak-hour trips. In comparison, the project is anticipated to generate a net total of 204 actual vehicle trip-ends per day with 20 AM peak-hour trips and 23 PM peak-hour trips (Table 16). Based on the County of San Bernardino Congestion Management Program Traffic Study Guidelines (SANBAG 2016), a traffic impact analysis beyond the Trip Generation Evaluation is not required, as the project generates less than 100 peak-hour trips and would contribute less than 50 peak-hour trips to any off-site study area intersection. Additionally, the project applicant is required to pay their fair share of development impact fees to the City, which will further offset any incremental effects to City-owned and maintained roadway facilities. Therefore, impacts associated with conflicting with an applicable circulation plan, ordinance, or policy would be less than significant.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**Less-than-Significant Impact.** In the immediate project area, Haven Avenue, Archibald Avenue, and 4th Street are identified as part of the Congestion Management Program network (SANBAG 2016). According to Figure CM-8 of the City's General Plan, Haven Avenue serves as a City-designated truck route. Given that trucks entering and exiting the project site can do so without turn restrictions, it is expected that the majority of project-related truck traffic will use Haven Avenue, due to its close proximity to the site and direct connectivity to I-10.

As previously discussed in Section 3.16(a), due to the size of the project, the number of daily and peak hour vehicle and truck trips generated by the project would not rise to the level that requires preparation of a comprehensive traffic impact analysis pursuant to the County of San Bernardino Congestion Management Program Traffic Study Guidelines. Based on these guidelines, a traffic impact analysis beyond the Trip Generation Evaluation (Appendix B) is not required, as the project generates less than 100 peak-hour trips and would contribute less than 50 peak-hour trips to any off-site study area intersection. These threshold have been established to help the County and local agencies to determine projects that may exceed significance thresholds; if a project does not generate enough daily and/or peak hour trips to warrant preparation of a traffic impact analysis, then it follows that the project would result in less-than-significant impacts to both local and congestion management program roadway facilities. Therefore, impacts associated with conflicting with the regional congestion management program would be less than significant.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** The project site is located approximately 1.7 miles north of Ontario International Airport and 11.5 miles northeast of Flabob Airport in the City of Riverside. The project site is located within the Airport Influence Area of the Ontario International Airport and is subject to the Ontario ALUCP. The project site falls within the Ontario Airport influence area and airspace protection zone, but not within an airport safety zone, which are the most restrictive zones (City of Ontario 2011a). Given the nature of the project, the project would not be considered an incompatible use within the influence area or airspace protection zone. The project site is located outside of any designated hazard area mapped around either of these airports. Therefore, no impact associated with public airport hazards would occur

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** With the exception of required street frontage improvements, the project does not propose any substantial changes to the geometry of streets or intersections. All improvements within the public right-of-way are required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede operations on adjacent roadways. Therefore, no impacts associated with hazardous design features would occur.

- e) *Would the project result in inadequate emergency access?*

**No Impact.** Access to the project site would be provided by three driveways: two driveways off Center Avenue, including a 40-foot-wide truck driveway at the northwestern corner of the project site and a 35-foot-wide passenger vehicle driveway along the west end of the site; and one driveway off 6th Street, including a 35-foot-wide truck driveway at the southeastern corner of the project site. These project driveways will be designed and constructed according to City standards under the direction of a licensed and qualified engineer. Similarly, the parking areas and internal drive aisles have been designed to comply with width, clearance, and turning-radius requirements set forth by the City, which would ensure that all areas on the project site would be accessible to emergency responders during both project construction and operation. Therefore, no impacts associated with emergency access would occur.

- f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**No Impact.** According to Figure CM-4 of the City's General Plan, neither 6th Street nor Center Avenue are designated as a Primary or Secondary Transit Corridor, and no bus/transit stops are located along or near the project frontages. In addition, Figure CM-7 of the General Plan identifies 6th Street as a Class II bicycle facility. Under the existing conditions, intermittent portions of 6th Street both west and east of the project site contain Class II bicycle lanes. Because the segment of 6th Street fronting the project site is not yet built out to its full design width, the Class II bicycle lane does not extend in front of the project site. Further, pedestrian sidewalks do not currently occur along the project frontages, and no crosswalks are found near the project site within either 6th Street or Center Avenue.

The project does not include any project-adjacent, off-site improvements that would extend into adjacent roadways or otherwise physically impede existing or future public transit, bicycle, or pedestrian facilities. On the contrary, the project includes the construction of a new sidewalk along the project frontage, which may be used by pedestrians and bicyclists. Moreover, because a portion of the project site along 6th Street would be dedicated to the City for buildout of 6th Street along the project frontage, the City would be able to extend the Class II bicycle lane that is currently found east and west of the project site to in front of the project.

Collectively, the new sidewalk and extension of the Class II bicycle lane would help to improve non-motorized circulation in the project area. Therefore, no impacts associated with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur.

### 3.17 Tribal Cultural Resources

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

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

***Less-than-Significant Impact.*** As previously discussed in Section 3.5(a), the project site does not contain any resources that are either listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

An intensive reconnaissance site survey consisting of a series of parallel survey transects spaced at approximately 5-meter intervals was conducted on February 29, 2016. The intensive survey of the project site did not result in the identification of any cultural resources. The previous disturbance of the project site may have contributed to the survey results. However, no evidence was detected during the survey to suggest the prior existence of any cultural sites on the project site. Therefore, impacts associated with historical resources would be less than significant.

ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

***Less-than-Significant Impact With Mitigation Incorporated.*** As part of the government-to-government consultation efforts prescribed under AB 52, the City notified all Native American tribes on the City's AB 52 list of the project, inviting the tribes to consult on the project. To date, the City has received two responses to the notification letter, including responses from the following tribes:

- On January 15, 2019, the City received a response letter from the Gabrieleno Band of Mission Indians-Kizh Nation. This letter included a list of recommended mitigation measures and regulatory requirements related to the protection of tribal cultural resources.

These mitigation measures have been incorporated by the City into the project, as provided below.

- Also on January 15, 2019, the City received a response letter from the Morongo Band of Mission Indians. This letter requested initiation of government-to-government consultation and requested the City furnish a copy of the records search conducted at the SCCCIC and a copy of the cultural resources assessment conducted for the project site. The Phase I Cultural Resources Assessment (Appendix E) was provided via email to the Morongo Band of Mission Indians on January 15, 2019.

As addressed earlier, because of the disturbed nature of the project area, the archaeological sensitivity of the project site is considered to be low; nonetheless, the City is committed to preserving the integrity of tribal cultural resources. Thus, MM-TCR-1 and MM-TCR-2 would be required to ensure that the requested tribal monitoring occurs on the project site during ground-disturbing construction activities, and to ensure that any unanticipated discovery of tribal cultural resources is conducted in accordance with all applicable regulatory requirements.

**MM-TCR-1** Prior to the issuance of a grading permit, the project applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the project area. The Tribal monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

**MM-TCR-2** Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in

origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources 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 Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

With the incorporation of MM-TRC-1 and MM-TRC-2, impacts to buried, currently unrecorded/unknown tribal cultural resources would be less than significant.

### 3.18 Utilities and Service Systems

**a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***Less-than-Significant Impact.*** The Santa Ana Regional Water Quality Control Board (RWQCB) is the applicable RWQCB for the City and administers the City’s MS4/NPDES permit. Waste Discharge Requirements are issued by the Santa Ana RWQCB under the provisions of the California Water Code (Division 7 Water Quality, Article 4 Waste Discharge Requirements). These requirements regulate the discharge of wastes that are not made to surface waters but which may impact the region’s water quality by affecting underlying groundwater basins. New development in the City would be required to comply with all applicable wastewater discharge requirements of the NPDES program, as enforced by the Santa Ana RWQCB.



CVWD would provide sanitary sewer service to the project. CVWD is one of seven agencies contracted with Inland Empire Utilities Agency's (IEUA) for wastewater collection, treatment, and disposal, and all wastewater that the CVWD intakes is eventually processed by the IEUA. The IEUA currently operates four regional wastewater treatment facilities, including Regional Plant No. (RP-) 1, RP-4, RP-5, and Carbon Canyon Wastewater Reclamation Facility (IEUA 2016). Of those facilities, Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) service the District. RP-4's primary function is to treat the liquid portion of influent wastewater flow; the solids removed from RP-4 are conveyed by gravity through the regional sewer system to the influence of RP-1 for thickening, anaerobic digestion, and dewatering. Along with the District's sewer flow RP-1 also receives flow from areas of Chino, Fontana, Montclair and Upland whereas RP-4 also serves Fontana. RP-4 began operations in 1997 and was recently expanded to 14 MGD.

The project site is located within the RP-1 and RP-4 service area. According to the IEUA's Urban Water Management Plan (IEUA 2016), RP-1 has a rated, permitted treatment capacity of 44 million gallons per day (MGD), and biosolids treatment capacity equivalent to a wastewater flow rate of 60 MGD. RP-4 has a rated, permitted treatment capacity of 14 MGD and does not treat biosolids. Combined, the facilities are currently treating an average of 38 MGD, with a capacity of 58 MGD, meaning that it operates at only 66% of its capacity (IEUA 2016). Once operational, the project would generate wastewater at a rate of approximately 74,310 gallons per day (gpd) based on standard wastewater generation rates for representative uses as assumed for air quality modeling purposes (Appendix C). Based on this rate, the project would only represent 0.13% of RP-1 and RP-4's capacity, representing only a nominal increase in the amount of wastewater treated daily by the wastewater treatment plants. As such, the RP-1 and RP-4 facilities would have the capacity to accept wastewater from the project. No new wastewater treatment facilities or expansion of existing facilities would be required in result of the project. Therefore, impacts associated with wastewater treatment requirements and capacity would be less than significant.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

#### **Water Facilities**

***Less-than-Significant Impact.*** The project site is located within the CVWD service area. CVWD currently utilizes water from the following sources: Local groundwater basins (Chino Basin, Cucamonga Basin), Canyon/surface water (Cucamonga Canyon, Day/East Canyon, and Deer Canyon), and Imported surface water (State Water Project water).

As discussed in CVWD's 2015 Urban Water Management Plan (UWMP), with a reduction in demands as a result of water conservation, CVWD's Single and Multiple Dry Year supplies are adequate to meet projected Dry Year demands (CVWD 2016). The UWMP is used to develop water supply assessments and other key

water supply reliability documents in support of providing water service to existing customers and future development in accordance with adopted General Plans and established Spheres of Influence. The methodology used in the UWMP was, in part, based on SCAG data based on the populations in each of these areas using land use information from approved City and County General Plans. Thus, if follows, if a project is consistent with the General Plan land use designation that was assumed in the UWMP, then the findings in the UWMP would apply. In this case, the project is consistent with the project site's General Plan land use designation (General Industrial) and would not require any type of General Plan Amendment or zone change. As such, the density/intensity assumed for the project site in the UWMP would remain be maintained following implementation of the project, and the project would not adversely affect the City's ability to continue to supply water during normal and drought conditions. Therefore, impacts associated with water supplies and facilities would be less than significant.

### **Wastewater Treatment Facilities**

***Less-than-Significant Impact.*** Refer to response provided in Section 3.18(a).

- c) ***Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

***Less-than-Significant Impact.*** Since the majority of the project site is undeveloped under the existing condition, implementation of the project would involve construction of on-site stormwater systems. To capture and treat on-site stormwater, a new engineered stormwater drainage system would be constructed on site to collect and treat on-site stormwater. Post-development, the project site would drain the majority of stormwater into on-grade, open inlets located throughout the parking and loading/dock areas. Stormwater flows would enter these inlets and then into one of two 54-inch infiltration chambers (perforated pipes) that will collect and treat first flush and nuisance flows while conveying stormwater flow to an existing 114-inch storm drain located within 6th Street. Prior to issuance of building permits, the City will review the project's connection with this existing storm drain facility to ensure that it has adequate capacity to accept the project's stormwater flows during storm events.

Pursuant to City requirements, a drainage study showing a 100-year design storm event for on-site drainage will be prepared and submitted to the Engineering Department for review and approval for on-site stormwater drainage prior to issuance of a grading permit. The report will contain water surface profile gradient calculations for all storm drain pipes that are 12-inches and larger in diameter. This drainage study will provide inlet calculations showing the proper sizing of the water quality management plan stormwater flows into the proposed structural stormwater treatment devices, ensuring the post-development flows are equal to or less than pre-development flows. In addition, the drainage study must show that the project site can accept all existing off-site stormwater drainage flows and safely convey those flows through or around the project site. If existing off-site stormwater drainage flows mix with any on-site stormwater drainage flows, then the off-site stormwater

drainage flows will be treated with the on-site stormwater drainage flows for stormwater quality purposes, prior to discharging the stormwater drainage flows from the site.

The stormwater system would be constructed as part of the project, and any potential environmental impacts associated with construction or operation of these stormwater facilities have been accounted for in the discussion of overall project impacts within this IS/MND. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

- d) *Or would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less-than-Significant Impact.** Refer to response provided in Section 3.18(b).

- e) *Or would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less-than-Significant Impact.** Refer to response provided in Section 3.18(a).

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less-than-Significant Impact.** Solid waste collection services for the City, including the project site, are provided by Burrtec Waste Industries. Collected wastes are brought to the West Valley Transfer Station/Material Recovery Facility in Fontana. Solid waste that is not diverted is disposed of at the Burrtec operated Salton City Landfill, a Class III (i.e., municipal waste) landfill located in Salton City. In compliance with regulations for reducing the waste stream, waste diversion programs are implemented in the City and are implemented by the City, Burrtec, or other entities (Burrtec Waste Industries 2018).

Solid waste generation rates are frequently estimated for air quality modeling purposes. According to standard solid waste generation rates found within CalEEMod, manufacturing/warehouse uses would be expected to generate approximately 0.83 pounds per 100 square feet per day (Appendix C). Based on these generation rates, construction of the proposed 117,293-square-foot warehouse building could generate solid waste at a rate of approximately 977 pounds of solid waste per day.<sup>7</sup>

The Salton City Landfill currently has a maximum permitted throughput of 6,000 tons per day, and a remaining capacity of 65,100,000 cubic yards (CalRecycle 2013). As a result, solid waste generated by the

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<sup>7</sup> This estimate does not account for diversion of recyclables from the solid waste stream, and, thus, should be considered a conservative projection.

project would represent 0.008% of the collective maximum daily throughput permitted for this landfill. Thus, the overall increase in solid waste being transferred from the project site to the land as a result of the project would be nominal. Therefore, impacts associated with permitted landfill capacity would be less than significant.

***g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?***

***Less-than-Significant Impact.*** All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. The project would be required to submit plans to the City for review and approval to ensure the plan would comply with AB 939.

Additionally, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

### 3.19 Mandatory Findings of Significance

***a) Does the project have the potential to 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, 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?***

***Less-than-Significant Impact with Mitigation Incorporated.*** As discussed in Section 3.4, implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would reduce potential direct and indirect impacts to burrowing owl and other nesting birds to a less-than-significant level.

Additionally, because of the low potential for the inadvertent discovery of archaeological resources within the project site, the project archaeologist determined that no additional management recommendations are necessary beyond standard regulatory requirements that address unanticipated discoveries of archaeological resources and human remains. However, in terms of paleontological resources, deeper excavations into Quaternary alluvium throughout the remainder of the City, including the project site and surrounding area, may contain older Quaternary alluvial sediments that may potentially contain fossil resources. As such, given

that excavation depths during construction could extend into these older Quaternary alluvial sediments, MM-CUL-1 would be required to minimize impacts to fossil resources that may underlay the project site.

Therefore, with the incorporation of mitigation, the project would not 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, 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)?***

***Less-than-Significant Impact with Mitigation Incorporated.*** When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states:

- (1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
- (3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency

with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

- (4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are cumulatively considerable.

With this stated, the project would potentially result in project-related localized air quality, biological resources, and paleontological resources impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with the similar impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's localized air quality, biological resources, and paleontological resources impacts would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulate impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this document, the project would result in individually limited, but not cumulatively considerable, impacts.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

***Less-than-Significant Impact with Mitigation Incorporated.*** As evaluated throughout this document, with the incorporation of mitigation, environmental impacts associated with project would be reduced to less-than-significant levels. Therefore, with mitigation incorporated, the project would not directly or indirectly cause substantial adverse effects on human beings.

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<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>. SCAQMD. 2018. "Rule 402 Nuisance." Adopted May 7, 1976. Accessed June 2018. <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf?sfvrsn=4>.

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## 4.2 List of Preparers

### City of Rancho Cucamonga

Tom Grahn, Senior Planner

### Dudek

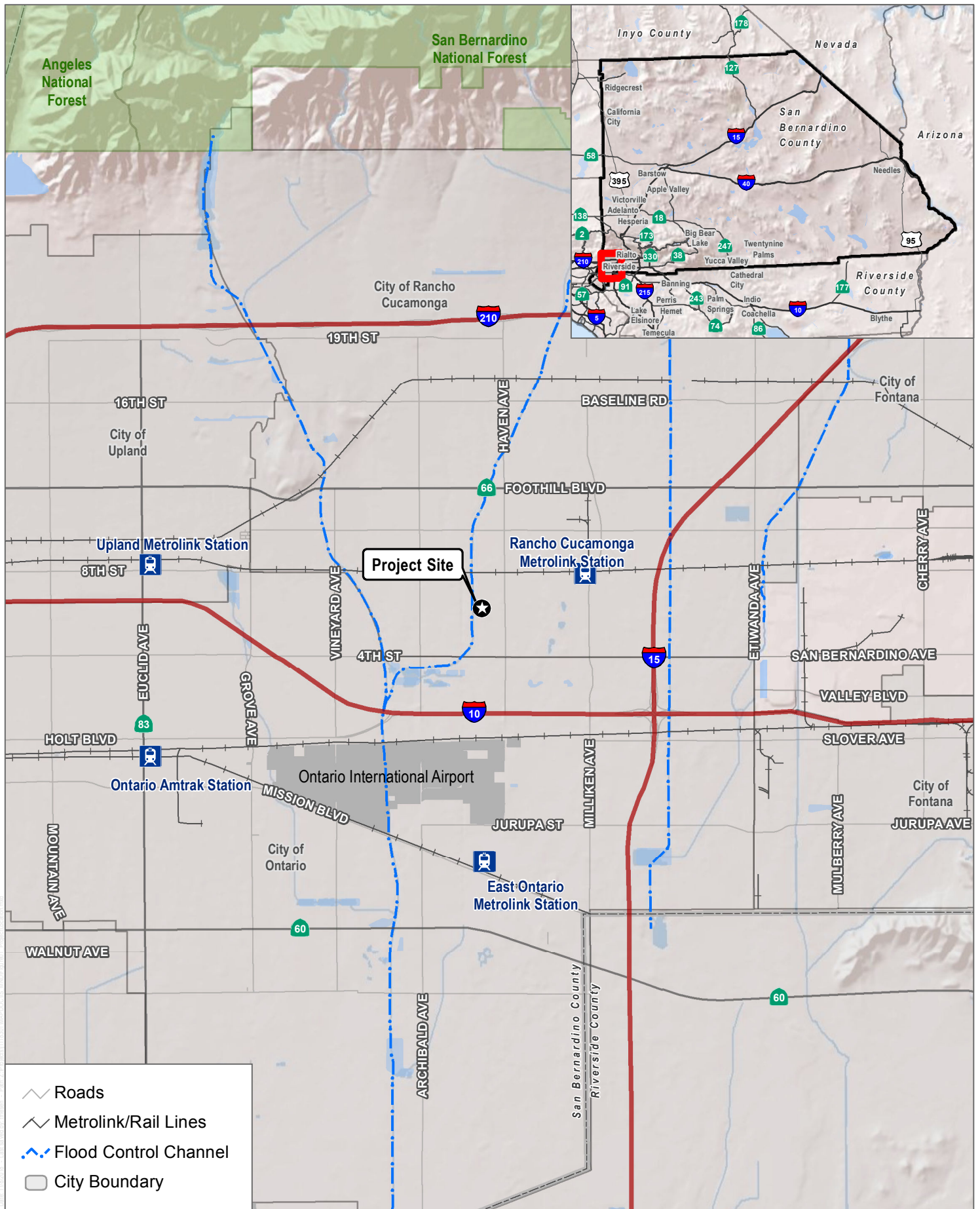
Collin Ramsey, Project Manager

Patrick Cruz, Environmental Analyst

Tyler Friesen, GIS Specialist

Amy Seals, Technical Editor

Aaron Guzman, Publications Specialist Lead



SOURCE: ESRI 2018, County of San Bernardino 2017

FIGURE 1

## Regional Location

6th Street and Center Avenue Warehouse Project

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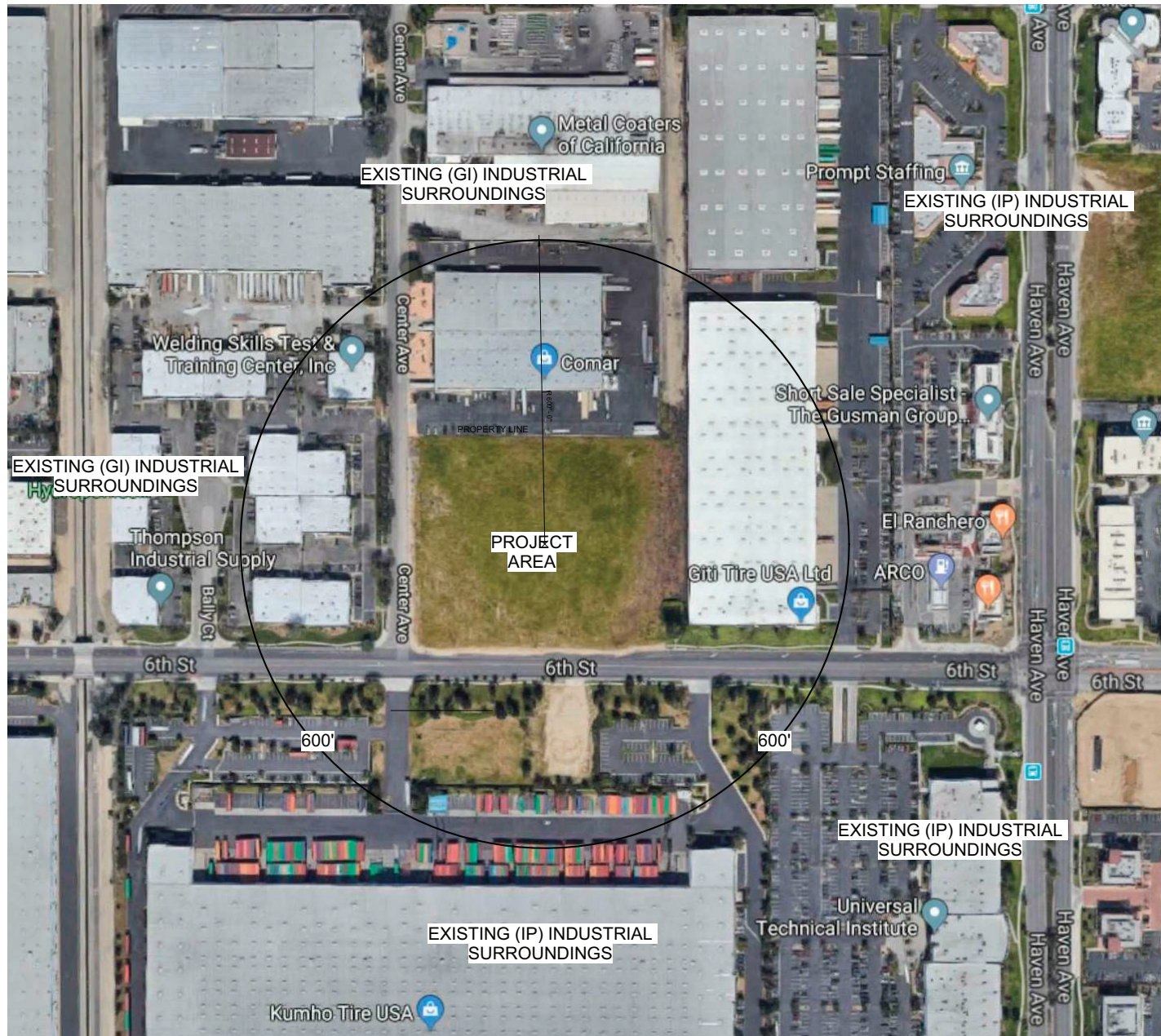




SOURCE: USDA 2016, County of San Bernardino 2017



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GI - General Industrial  
IP - Industrial Park

SOURCE: Herdman Architecture + Design 2018

**DUDEK**

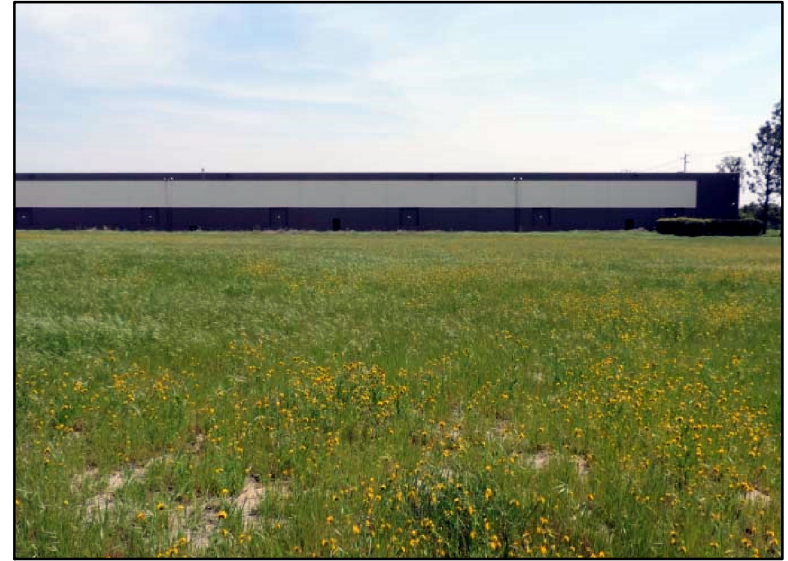
**FIGURE 3**

Surrounding Land Uses

6th Street and Center Avenue Warehouse Project

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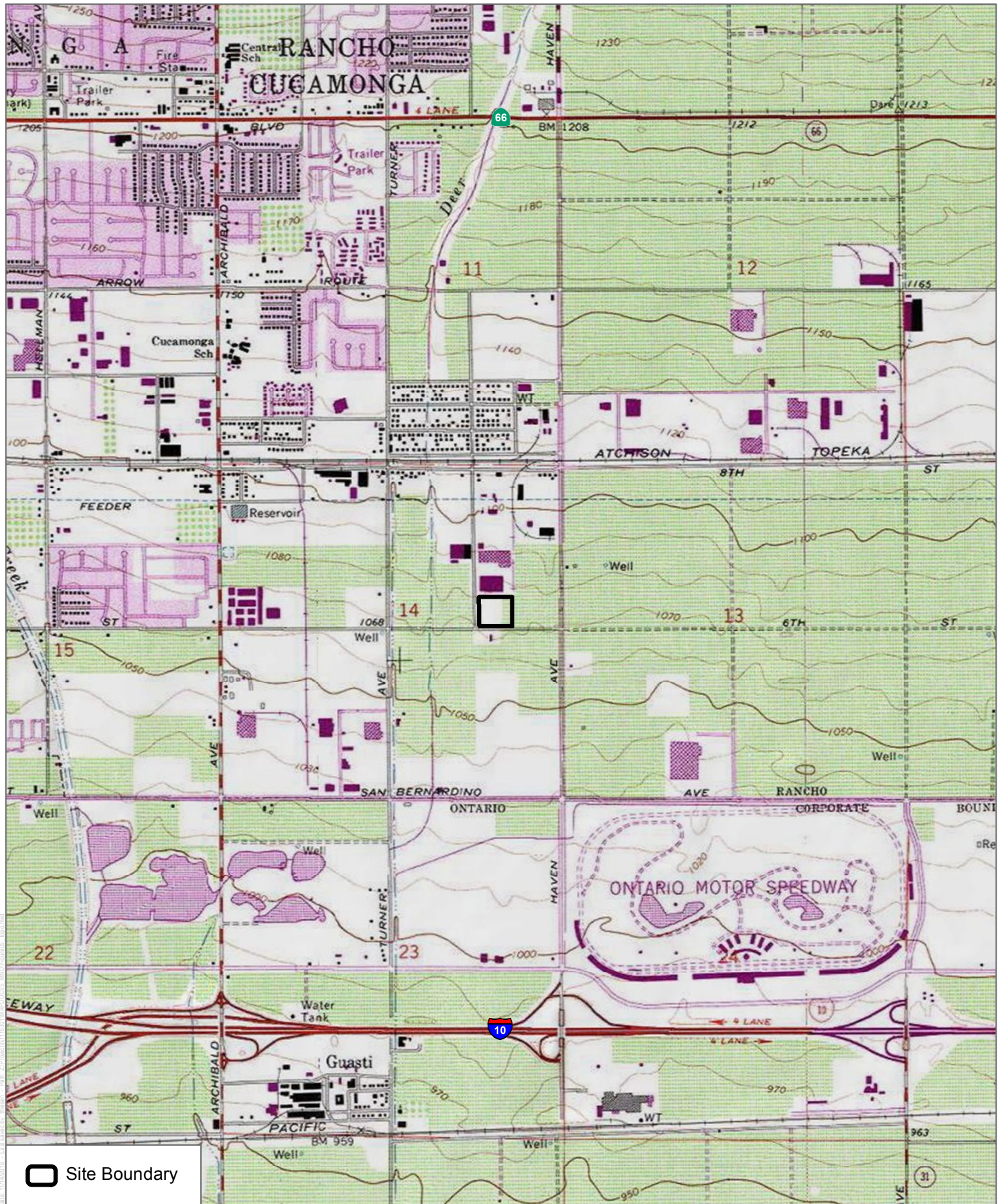




**FIGURE 4**  
Existing Conditions

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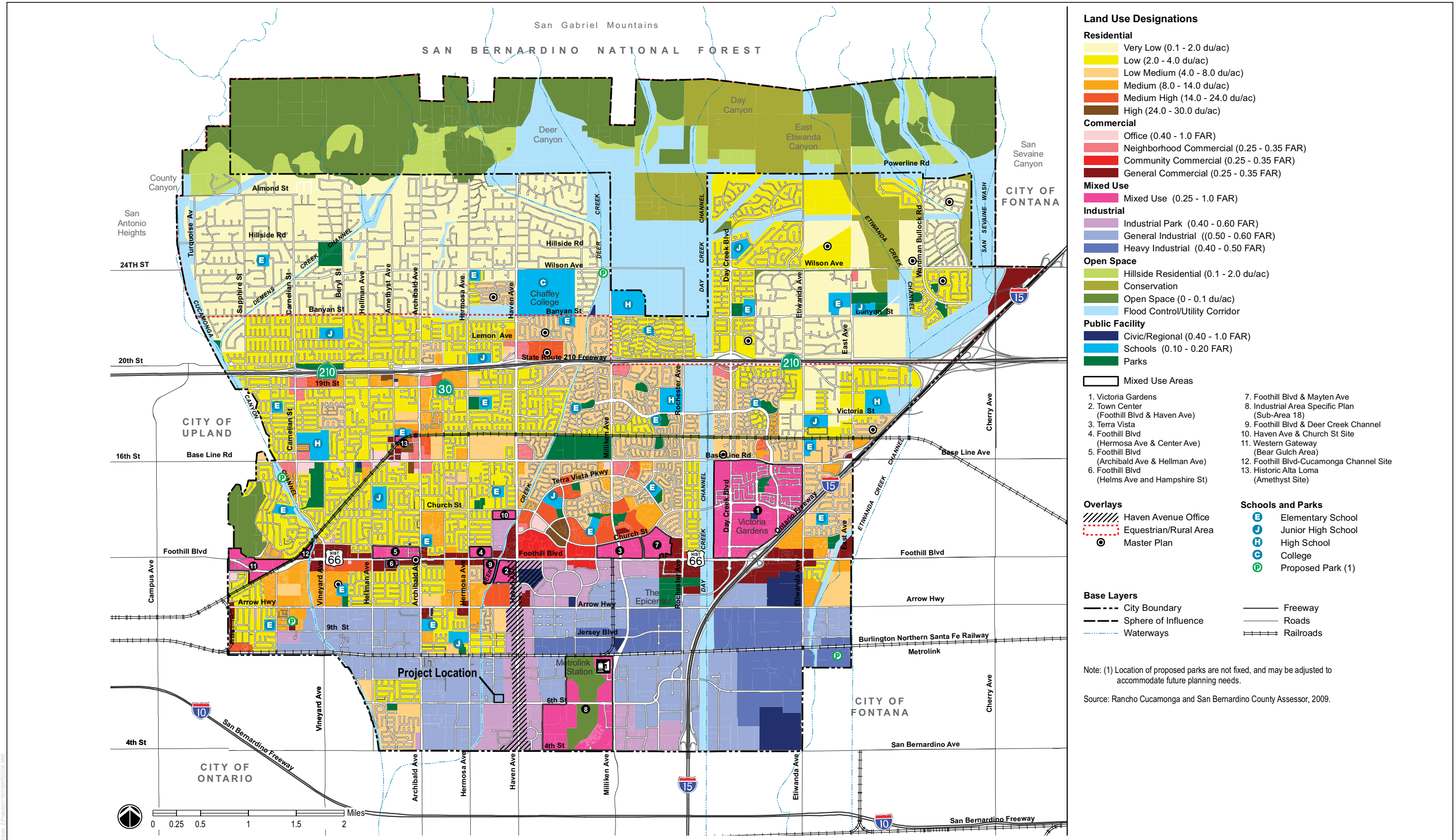


SOURCE: USGS 7.5 minute series Guasti quadrangle

**FIGURE 5**  
Topography



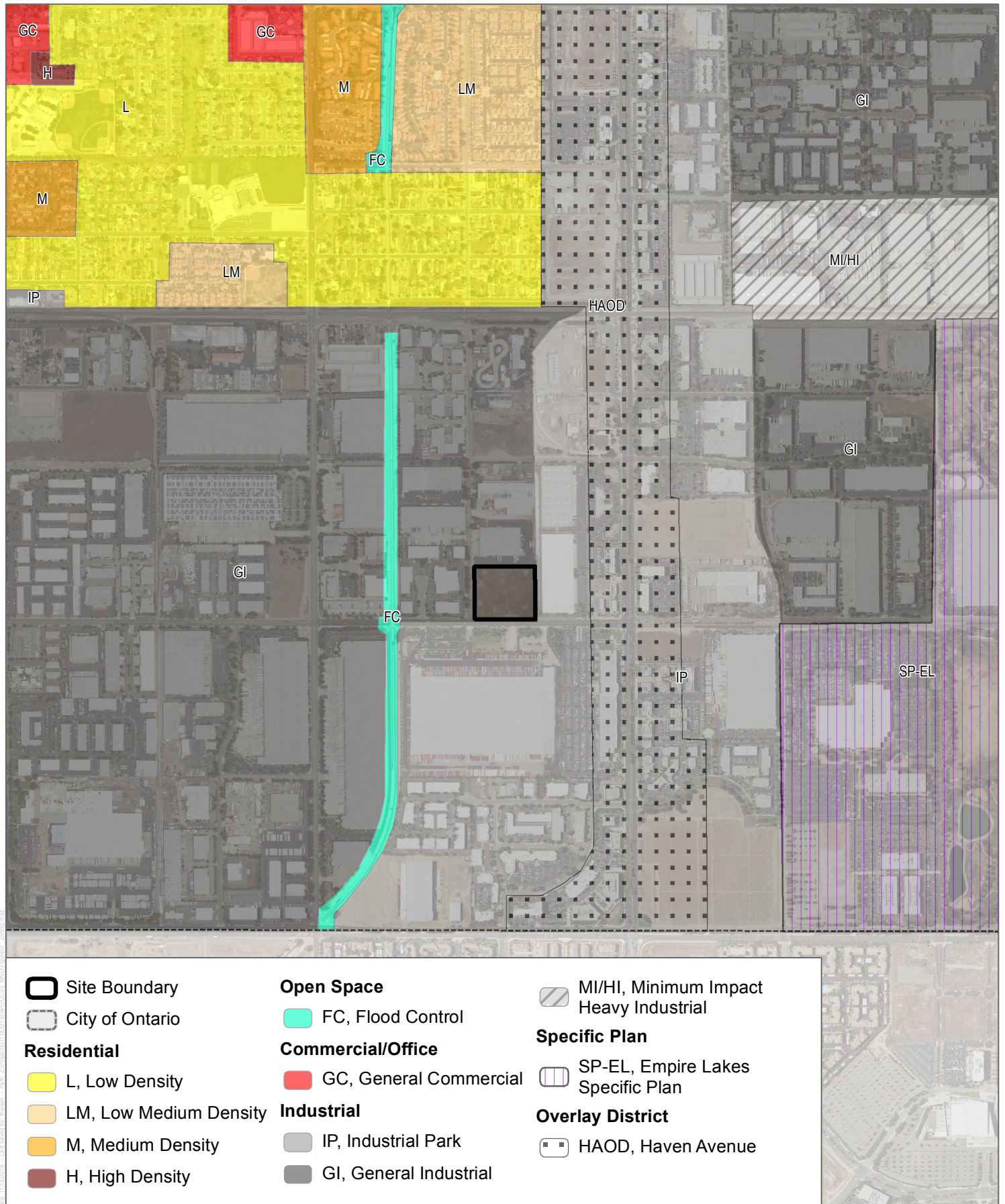
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SOURCE: City of Rancho Cucamonga 2010

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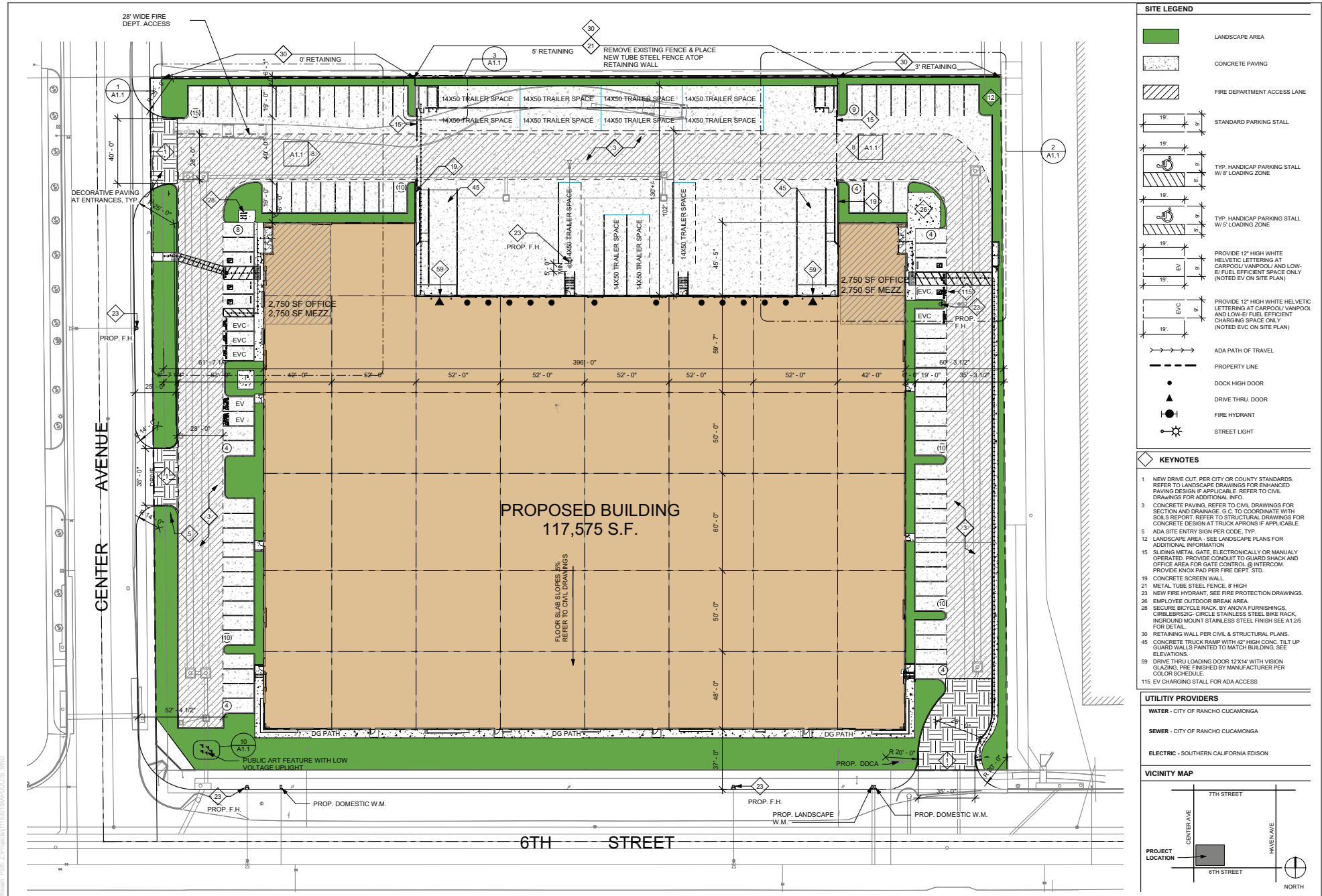
SOURCE: USDA 2016, City of Rancho Cucamonga 2012

**FIGURE 7**  
**Zoning**

6th Street and Center Avenue Warehouse Project

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SOURCE: Herdman Architecture + Design 2018

**DUDEK**

**FIGURE 8**  
**Site Plan**

6th Street and Center Avenue Warehouse Project

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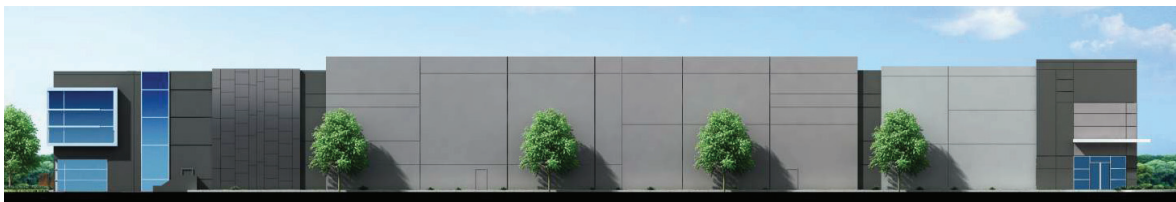
SOUTH ELEVATION - 6TH ST.



NORTH ELEVATION



WEST ELEVATION - CENTER AVE.



EAST ELEVATION



SOUTH WEST CORNER

Project Path: Z:\Projects\1111301\MAPDOC\01\_1111301\_01.dwg

SOURCE: Herdman Architecture + Design 2018

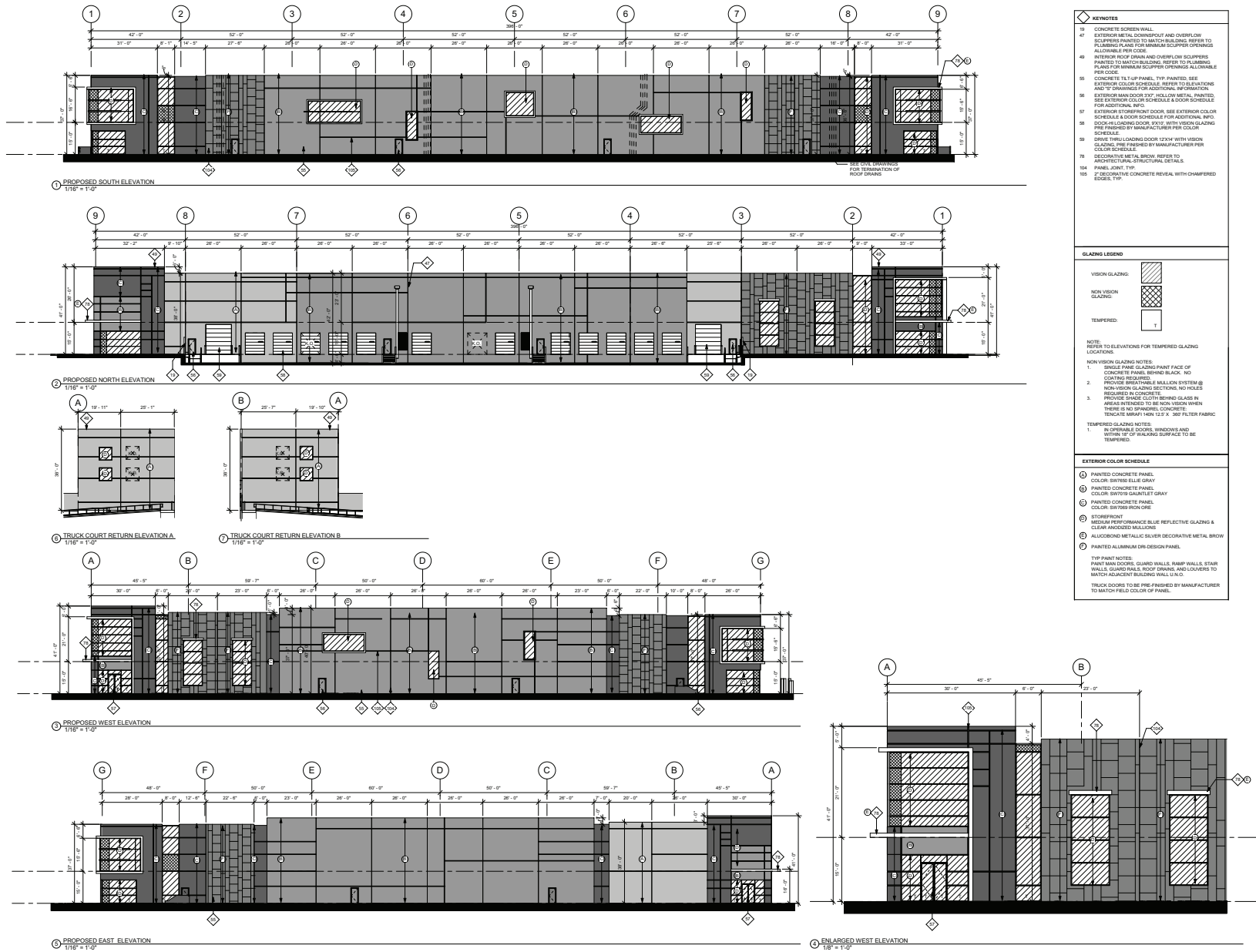
**DUDEK**

**FIGURE 9a**

Architectural Elevations

6th Street and Center Avenue Warehouse Project

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SOURCE: Herdman Architecture + Design 2018

**DUDEK**

**FIGURE 9b**  
**Architectural Elevations with Heights**  
6th Street and Center Avenue Warehouse Project

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## MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

**Project File No.:** DRC2018-00553

**Applicant:** Patriot Partners

**Initial Study Prepared by:** Tom Grahn, Associate Planner

**Date:** February 4, 2019

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Section 2 – Air Quality						
1) During project operations, the project applicant shall ensure on-site cargo-handling equipment, including forklifts and yard trucks/hostlers, are electrically powered. This requirement shall be documented on the project plans and construction documents and verified by the City of Rancho Cucamonga prior to site plan review.	PD/BO	B/C	Review of Plans	A/D		2/4
Section 3 – Biological Resources						
1) A qualified biological monitor shall be present to monitor the initial vegetation clearing on the project site to ensure that all practicable measures are being employed to avoid incidental disturbance of habitat and species of concern both within and outside of the project limits. The biological monitor shall be authorized to halt work as required to avoid impacts to protected species. The biological monitor shall contact the construction foreman and/or the project manager to discuss the implementation of the minimization and mitigation measures, if any are required.	PD	B	Review of Plans	A/C		2/4
2) To determine if burrowing owls are occupying the project limits or adjacent areas prior to construction activities, a take avoidance survey following the incumbent version of the California Department of Fish and Wildlife protocol shall be conducted no less than 14 days prior to initiating ground disturbance activities during any time of year. In addition, any time lapses between project activities shall trigger subsequent take avoidance	PD	B	Review of Plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	of	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
surveys including, but not limited to, a final survey conducted within 24 hours prior to ground disturbance. The survey shall be conducted between morning twilight and 10:00 a.m. or 2 hours before sunset until evening twilight within areas providing suitable habitat for burrowing owl. If burrowing owls are present, MM-BIO-3 shall be implemented.							
3) Implementation of avoidance and minimization measures would be triggered by positive burrowing owl presence on the project site where project activities would occur. Should eggs or fledglings be discovered in any owl burrow or native nest, these resources cannot be disturbed until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Take of active nests should always be avoided. If owls must be moved away from the disturbance area, passive relocation techniques (where applicable outside of the breeding season before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance) shall be used rather than trapping. If burrow exclusion and/or burrow closure is implemented, burrowing owls should not be excluded from burrows unless or until: (1) a Burrowing Owl Exclusion Plan is developed and approved by the applicable local California Department of Fish and Wildlife office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts.	PD	B	Review of Plans		A/C		2/4
4) Within 30 days prior to the commencement of construction, a qualified biologist shall perform a raptor (if January 15 to August 31) and grassland bird nesting survey (if between March 1 to August 31) that shall consist of a	PD	B	Review of Plans		A/C		2/4



Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	of	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
single visit to ascertain whether there are active raptor nests within 300 feet of the project footprint. Nests shall be mapped (not by using Global Positioning System because close encroachment may cause nest abandonment). If active nests are found, construction shall not occur within appropriate buffer of the nest until the nesting attempt has been completed and/or abandoned due to non-project-related reasons.							
Section 5 – Cultural Resources							
1) If any paleontological resource (i.e., plant or animal fossils) are encountered before or during earthwork activities, the project applicant shall retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect the resource, and, if warranted, to preserve the resource for study. The paleontologist shall submit a report of findings that shall provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program shall include, but not be limited to, the following measures: <ul style="list-style-type: none"> <li>Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.</li> <li>Should fossils be found within an area being cleared or graded, divert earth disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.</li> </ul>	PD/BO	C	Review of Report		A/D		3/4

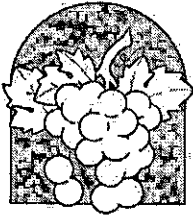
Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
<ul style="list-style-type: none"> <li>Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).</li> <li>Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy to the report to San Bernardino County Museum.</li> </ul>						
Section 17 – Tribal Cultural Resources						
1) Prior to the issuance of a grading permit, the project applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the project area. The Tribal monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.	PD/BO	C	Review of plans	A/D		3/4
2) Upon discovery of any tribal cultural resources, construction activities shall cease in the	PD/BO	C	Review of plans	A/D		3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	of	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
<p>immediate vicinity of the find until the find can be assessed. All tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources 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 Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the</p>							

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing Verification	of	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.							

### Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
PD - Planning Director or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation



## City of Rancho Cucamonga **MITIGATION MONITORING PROGRAM**

**Project File No.:** Design Review DRC2018-00553.

This Mitigation Monitoring Program (MMP) has been prepared for use in implementing the mitigation measures identified in the Mitigated Negative Declaration for the above-listed project. This program has been prepared in compliance with State law to ensure that adopted mitigation measures are implemented (Section 21081.6 of the Public Resources Code).

**Program Components** – This MMP contains the following elements:

1. Conditions of approval that act as impact mitigation measures are recorded with the action and the procedure necessary to ensure compliance. The mitigation measure conditions of approval are contained in the adopted Resolution of Approval for the project.
2. A procedure of compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3. The MMP has been designed to provide focused, yet flexible guidelines. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program.

**Program Management** – The MMP will be in place through all phases of the project. The project planner, assigned by the Planning Director, shall coordinate enforcement of the MMP. The project planner oversees the MMP and reviews the Reporting Forms to ensure they are filled out correctly and proper action is taken on each mitigation. Each City department shall ensure compliance of the conditions (mitigation) that relate to that department.

**Procedures** – The following steps will be followed by the City of Rancho Cucamonga.

1. A fee covering all costs and expenses, including any consultants' fees, incurred by the City in performing monitoring or reporting programs shall be charged to the applicant.
2. A MMP Reporting Form will be prepared for each potentially significant impact and its corresponding mitigation measure identified in the Mitigation Monitoring Checklist, attached hereto. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported. All monitoring and reporting documentation will be kept in the project file with the department having the original authority for processing the project. Reports will be available from the City upon request at the following address:

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

3. Appropriate specialists will be retained if technical expertise beyond the City staff's is needed, as determined by the project planner, or responsible City department, to monitor specific mitigation activities and provide appropriate written approvals to the project planner.
4. The project planner, or responsible City department, will approve, by signature and date, the completion of each action item that was identified on the MMP Reporting Form. After each measure is verified for compliance, no further action is required for the specific phase of development.
5. All MMP Reporting Forms for an impact issue requiring no further monitoring will be signed off as completed by the project planner or responsible City department at the bottom of the MMP Reporting Form.
6. Unanticipated circumstances may arise requiring the refinement or addition of mitigation measures. The project planner is responsible for approving any such refinements or additions. An MMP Reporting Form will be completed by the project planner or responsible City department and a copy provided to the appropriate design, construction, or operational personnel.
7. The project planner or responsible City department has the authority to stop the work of construction contractors if compliance with any aspects of the MMP is not occurring after written notification has been issued. The project planner or responsible City department also has the authority to hold certificates of occupancies if compliance with a mitigation measure attached hereto is not occurring. The project planner or responsible City department has the authority to hold issuance of a business license until all mitigation measures are implemented.
8. Any conditions (mitigation) that require monitoring after project completion shall be the responsibility of the City of Rancho Cucamonga Planning Department. The Department shall require the applicant to post any necessary funds (or other forms of guarantee) with the City. These funds shall be used by the City to retain consultants and/or pay for City staff time to monitor and report on the mitigation measure for the required period of time.
9. In those instances requiring long-term project monitoring, the applicant shall provide the City with a plan for monitoring the mitigation activities at the project site and reporting the monitoring results to the City. Said plan shall identify the reporter as an individual qualified to know whether the particular mitigation measure has been implemented. The monitoring/reporting plan shall conform to the City's MMP and shall be approved by the Community Development Director or Planning Director prior to the issuance of building permits.

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Barbara J Rivera  
5675 Canistel Avenue  
Alta Loma, CA 91701

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

PROJECT LOCATION: Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

PROJECT DESCRIPTION: The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas.

After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/1/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Clerk of the Board of Supervisors  
County of San Bernardino  
385 North Arrowhead, 2nd Floor  
San Bernardino, CA 92415

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

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Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Michael Perry Environmental Management  
County of San Bernardino Department of Public Works  
825 East Third Street, Room 123  
San Bernardino, CA 92415-0835

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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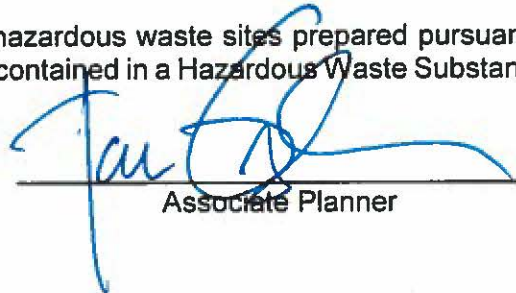
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The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date:

2/14/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Cucamonga Valley Water District  
10440 Ashford Street  
Rancho Cucamonga, CA 91730-3057

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/4/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Golden State Environmental Justice Alliance  
P.O. Box 79222  
Corona, CA 92877

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/4/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Kirkland West  
Habitat Defense Council  
P.O. Box 78824  
Corona, CA 92877

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

**PROJECT DESCRIPTION:** The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas.

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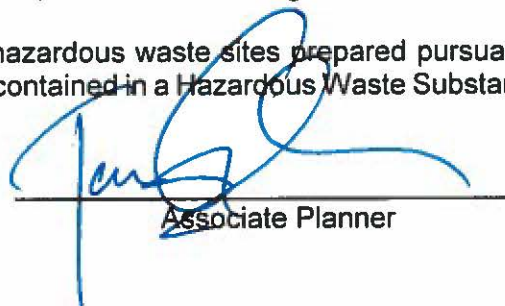
Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date:

2/9/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Santa Ana Region  
California Regional Water Quality Board #8  
3737 Main Street, Suite 500  
Riverside, CA 92501

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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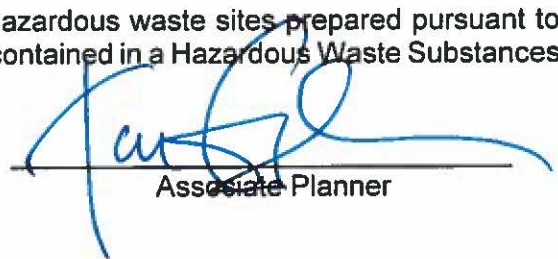
Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date:

2/4/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Planning Supervisor  
Southern California Gas Company  
1981 Lugonia Avenue  
Redlands, CA 92374

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

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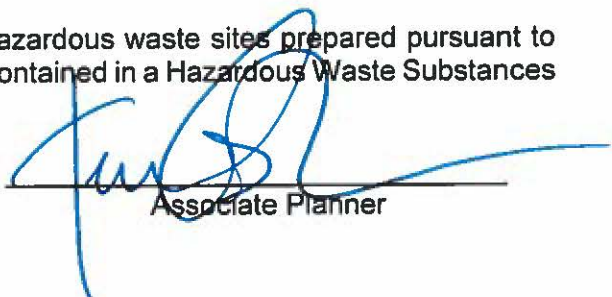
A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date: 2/8/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



## NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Local Government CEQA Program Supervisor  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date: 2/8/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Ms. Jennifer Shaw  
Edison Local Public Affairs  
7951 Redwood Avenue  
Fontana, CA 92336

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 3/1/19

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

By: 

Associate Planner



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Ms. Karen Cadavona  
Southern California Edison Company Third Party Environmental Review  
2244 Walnut Grove Avenue, Quad 4C 472A  
Rosemead, CA 91770

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

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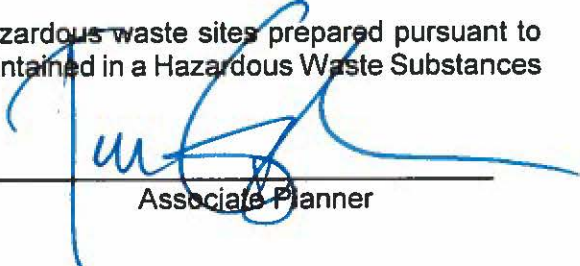
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Date:

2/14/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Jason Pivovarovff  
Inland Empire Utilities Agency  
P.O. Box 9020  
Chino Hills, CA 91709

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

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Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Ms. Kim Bray  
Verizon  
P.O. Box 725  
Chino , CA 91708

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Development Review  
Department of Transportation  
464 West Fourth Street, MS 722  
San Bernardino, CA 92407-1400

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Daniel Kopulsky  
Forecasting/IGR-CEQA Review Department of Transportation  
464 West Fourth Street, 6th Floor, MS 722  
San Bernardino, CA 92401-1400

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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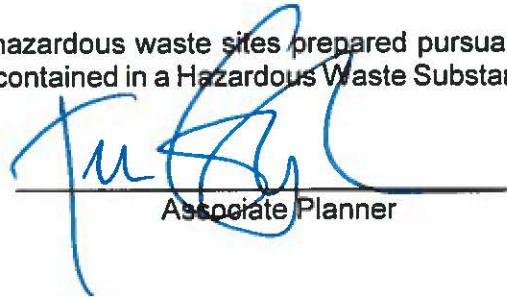
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Date:

2/14/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Ms. Karin Cleary-Rose  
U.S. Fish & Wildlife Service  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, CA 92262

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

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Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Jeff Brandt  
California Department of Fish and Wildlife  
3602 Inland Empire Boulevard, Suite C-220  
Ontario, CA 91764

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

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Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Chief Rojer  
Rancho Cucamonga Fire Protection  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

**PROJECT DESCRIPTION:** The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas.

After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Captain Mahoney  
Rancho Cucamonga Substation  
10510 Civic Center Drive  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Nick Ghirelli  
Richards, Watson & Gershon  
355 South Grand Avenue, 40th Floor  
Los Angeles, CA 90071-3101

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

PROJECT LOCATION: Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Director of Business Services  
Chaffey Joint Union High School District  
211 West 5th Street  
Ontario, CA 91761

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Mr. Shawn Judson  
Etiwanda School District  
6061 East Avenue  
Etiwanda, CA 91739

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/9/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Superintendent  
Cucamonga School District  
8776 Archibald Avenue  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/1/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Superintendent  
Alta Loma School District  
9390 Base Line Road  
Rancho Cucamonga, CA 91701

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Superintendent  
Central School District  
10601 Church Street, Suite 112  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

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A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

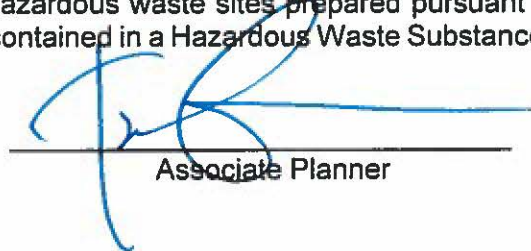
Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date:

2/11/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Dr. Henry D Shannon Ph.D.  
Chaffey Community College District  
5885 Haven Avenue  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

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Date: 2/9/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Burrtec  
9890 Cherry Avenue  
Fontana, CA 92335

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

PROJECT LOCATION: Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

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Date: 2/1/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Charter  
10768 Foothill Boulevard, #170  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

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Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: JoAnn Henkel  
6050 San Felipe Court  
Alta Loma, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

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The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Rick Lambert  
6435 Teton Peak Court  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

PROJECT NAME: Patriot Partners Warehouse – Design Review DRC2018-00553

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

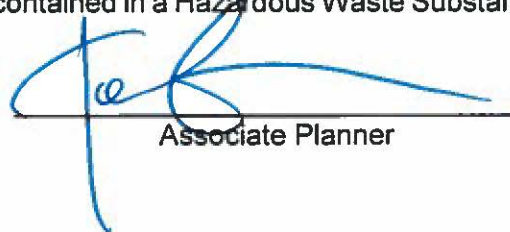
Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date:

2/8/19

By:

  
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Cynthia Neubrech  
9016 Whirlaway Court  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

**PROJECT NAME:** Patriot Partners Warehouse – Design Review DRC2018-00553

**PROJECT LOCATION:** Located at the northeast corner of 6th Street and Center Avenue; APN: 0209-262-25.

**PROJECT DESCRIPTION:** The project would include construction of an approximately 117,293-square-foot (gross area, inclusive of mezzanine/office spaces), one-story, dual-tenant warehouse building on an approximately 5.09-acre site (net area). The warehouse building would be composed of approximately 107,293 square feet of warehouse space and 10,000 square feet of mezzanine/office space. The project would also include approximately 26,195 square feet of landscaping, passenger vehicle and truck parking, and loading areas.

After reviewing the Initial Study and any applicable mitigating measures for the project, staff has determined that this project will not have a significant effect on the environment. Accordingly, a Mitigated Negative Declaration has been prepared.

A public hearing will be held by the Planning Commission to consider this proposed Mitigated Negative Declaration on March 13, 2019 at 7:00 p.m. at the Rancho Cucamonga Civic Center, Council Chambers, 10500 Civic Center Drive, Rancho Cucamonga.

Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

Copies of all relevant material, including the project specifications and all documents referenced in the Mitigated Negative Declaration, are available for public inspection at Rancho Cucamonga Civic Center, Planning Department, 10500 Civic Center Drive, Rancho Cucamonga.

The project site \_\_\_ is X is not listed on any list of hazardous waste sites prepared pursuant to Government Code Section 65962.5. Any information contained in a Hazardous Waste Substances Statement is attached to this Notice.

Date: 2/1/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Dr. JoAnn Yanez  
10761 Hillside Road  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Anne Moulton  
10950 Church Street Apt #711  
Rancho Cucamonga, CA 91730

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/14/19

City Contact Information:  
Tom Grahn, Associate Planner  
(909)477-2750 Ext 4312

By: 

Associate Planner



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Deborah Grossberg  
9669 Whirlaway Street  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

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Date: 2/14/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Matthew Riveros  
10181 Bristol Drive  
Rancho Cucamonga, CA 91737

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

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Date: 2/4/19

By: 

Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Angie Autrey  
10210 Baseline Road, Space 264  
Rancho Cucamonga, CA 91701

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Date: 2/8/19

By:   
Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 431

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Christine Sabala  
6064 Golden Spur Place  
Rancho Cucamonga, CA 91739

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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Public comments on the Mitigated Negative Declaration will be received by the City beginning on February 6, 2019 through March 13, 2019.

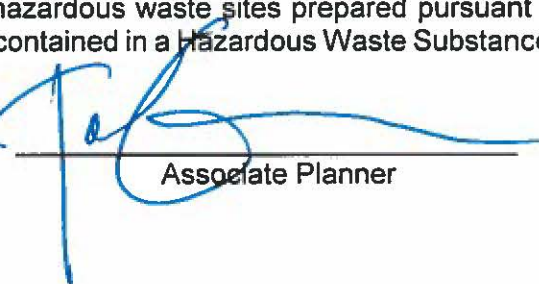
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Date:

2/14/19

By:



Associate Planner

City Contact Information:  
Tom Grahn, Associate Planner  
(909) 477-2750 Ext 4312



NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

FROM: City of Rancho Cucamonga  
Planning Department  
P. O. Box 807  
Rancho Cucamonga, CA 91729

The City of Rancho Cucamonga hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the staff has analyzed the request for:

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