California Environmental Quality Act

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

MASTER CASE NO. 19-096

GENERAL PLAN AMENDMENT NO. 19-006,

ZONE CHANGE NO. 19-004,

TENTATIVE PARCEL MAP NO. 20153,

TENTATIVE TRACT MAP NO. 20297, TENTATIVE TRACT MAP NO. 20349

CONDITIONAL USE PERMIT NO. 19-037, DESIGN REVIEW NO. 19-031

Highland Residential Project

Lead Agency:

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JN 176500

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SECTION A. INTRODUCTION AND PURPOSE OF THE IS/MND

I. Format and Content of the IS/MND

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of the California Environmental Quality Act (CEQA). This report is organized as follows:

- Section A, *Introduction and Purpose of the IS/MND*, identifies the purpose and scope of the IS/MND.
- Section B, *Project Description*, describes the location, general environmental setting, project background, project components, and the characteristics of the proposed project's construction and operational phases.
- Section C, *Environmental Checklist Form*, provides a checklist of environmental factors that would be potentially affected by this project and a description of the possible threshold responses.
- Section D, *Evaluation of Environmental Impacts*, presents the environmental setting and impact analysis for each resource topic.
- Section E, *References*, identifies all printed references and individuals cited in this IS/MND.
- Section F, *List of Preparers*, identifies all individuals involved in preparing this IS/MND.

II. Purpose of the IS/MND

The purpose of the Initial Study is to: (1) identify environmental impacts; (2) provide the lead agency with information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or a negative declaration; (3) enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is required to be prepared; (4) facilitate environmental assessment early in the design of the project; (5) document the factual basis of the finding in a negative declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for the project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

CEQA Objectives

CEQA seeks to accomplish the following five major objectives using the procedures indicated below:

- Disclose Environmental Impacts: The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of the following types of CEQA documents:
    - Initial Studies
    - Negative Declarations
    - Environmental Impact Reports
- Prevent or Reduce Environmental Damage: If potential adverse environmental impacts are identified, the CEQA process next attempts to identify ways to prevent or reduce these impacts by requiring consideration of feasible project alternatives or the adoption of mitigation measures for project impacts that cannot be avoided along with appropriate mitigation monitoring.
- Disclose Agency Decisions: The CEQA process provides for the full disclosure to the public of the reasons for agency (lead, responsible, trustee) approval of projects with significant environmental impacts using the following methods:
    - Findings
    - Statement of Overriding Consideration
- Promote Interagency Coordination: Lead, responsible, and trustee agencies assist each other in more thoroughly understanding the potential environmental impacts associated with a proposed project by incorporating one or more of the following into their CEQA processes:
    - Early consultation
    - Scoping meetings
    - Notice of Preparation (NOP)
    - State Clearinghouse review
- Encourage Public Participation: The CEQA process encourages and provides opportunities for public participation in the overall project planning process in one or more of the following CEQA processes:
    - Scoping meetings
    - Receipt of public notice
    - Response to comments
    - Legal enforcement procedures
    - Citizen access to the courts

CEQA Requirements for MNDs

Section 15063(d) of the CEQA Guidelines (Sections 15000–15387 of the California Code of Regulations [CCR]) identifies the following specific disclosure requirements for inclusion in an Initial Study:

- A description of the project including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries . . .;
- A discussion of ways to mitigate significant effects identified, if any;
- An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
- The name of the person or persons who prepared or participated in the Initial Study.

III. Planning Context

Governing Body

The City of Fontana (City) is the lead agency under CEQA for the proposed project. The City has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures identified in this Initial Study, will have a significant effect on the environment. This IS/MND reflects the lead agency's independent judgement and analysis.

General Plan

The City of Fontana *General Plan Update 2015-2035* (General Plan) is the current general plan in place, adopted on November 13, 2018. The General Plan aligns with state planning priorities as stated in California Government Code section 65041 and with the General Plan Guidelines (GPG), though sometimes in slightly different language than used in the GPG. The General Plan covers a broad range of topics in 16 chapters. These chapters or "elements" include a summary of existing conditions and current trends, the planning process, and goals, policies, and actions for many different topic areas that will affect the physical and economic development of the city over the next 20 years. Because the Housing Element is required by state law to be updated more frequently than the General Plan, it is published as a separate document (most recently published in 2014 and scheduled to be updated in 2021).

General Plan Land Use Designations

The current General Plan land use designation of the project site is General Commercial (C-G) (0.1–1 floor area ratio [FAR]), which is described as follows, according to the Land Use, Zoning, and Urban Design Element (Chapter 15) of the City's General Plan:

- General Commercial: Retail, malls, wholesale, auto dealerships and offices, including medical offices and clinics, that can serve a broader, regional population.

A General Plan Amendment is proposed as part of the project to change the land use designation from General Commercial (C-G) to Medium-Density Residential (R-M) (5.1–12 dwelling units per acre [du/ac]), which is described as follows, according to the Land Use, Zoning, and Urban Design (Chapter 15) of the City's General Plan:

- Medium-Density Residential (R-M): This land use category accommodates single-family detached housing up to 7.6 du per acre and single-family attached or multi-family housing up to 12 du per acre.

Zoning

The current zoning designation of the project site is General Commercial (C-2) (0.1–1 FAR). A Zone Change is proposed as part of the project to change the zoning designation from General Commercial (C-2) to Medium-Density Residential (R-2), which allows for single-family detached housing up to 7.6 du/ac and single-family attached or multi-family housing up to 12 du/ac.

IV. Initial Study Findings

Section C of this document contains the Environmental Checklist/Initial Study that was prepared for the proposed project pursuant to CEQA requirements. The Environmental Checklist/Initial Study determined that implementation of the proposed project would result in no impacts or less than significant environmental effects under the issue areas of Aesthetics, Agriculture, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire.

The Environmental Checklist/Initial Study determined that the proposed project would result in less than significant effects with mitigation incorporated to the following issue areas: Biological Resources, Geology and Soils, Transportation, and Tribal Cultural Resources.

The Environmental Checklist/Initial Study determined that there is no substantial evidence, in light of the whole record before the lead agency (City of Fontana), that the project may have a significant effect on the environment.

V. Public Review and Processing of the IS/MND

The environmental documentation and supporting analysis are subject to a public review period. During this review, comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the IS/MND documentation for consideration by the City.

SECTION B. PROJECT DESCRIPTION

I. Project Summary

The project involves development of 107 multi-family detached residential units on approximately 10.2 acres located on the north side of South Highland Avenue between Hemlock Avenue and San Sevaine Road in the City of Fontana. Additional components of the project include: General Plan Amendment No. 19-006 (General Commercial to Medium-Density Residential); Zone Change No. 19-004 (General Commercial to Medium-Density Residential); Tentative Parcel Map No. 20153; Tentative Tract Map No. 20297, Tentative Tract Map No. 20349; Conditional Use Permit No. 19-037; and Design Review No. 19-031. The project is described in detail in Section B.IV., *Proposed Improvements.*

II. Project Location

The City of Fontana (City) is located in the southwestern portion of San Bernardino County. The City is bounded by the San Bernardino National Forest to the north, the City of Rialto to the east, the Jurupa Hills to the south, and unincorporated San Bernardino County and the Cities of Rancho Cucamonga and Ontario to the west. The City's sphere of influence extends north to the San Bernardino National Forest and west to the Cities of Rancho Cucamonga and Ontario. Refer to ***Figure 1, Regional Location*** and ***Figure 2, Project Location***.

Regional access to the site is available via State Route 210 (SR-210) at the Cherry Avenue exit, which is approximately one-half mile west of the site, and via Interstate 15 (I-15) at the Duncan Canyon Road exit, which is approximately 2.8 miles northeast of the site. Local access to the site is provided via South Highland Avenue and San Sevaine Road.

The project includes two parcels (APNs: 0228-021-08 and 0228-021-09) totaling approximately 10.2 acres.

III. Existing Site Conditions

On-site Conditions

The proposed project site is located on the gently sloping alluvial plain descending southward from the San Gabriel Mountains within the northern portion of the City of Fontana. The project site currently consists of vacant land and the site's natural vegetation has been largely removed. The site is unimproved and there are no existing structures on-site; however, evidence exists of

a former cistern and concrete slabs. The topography of the site is relatively flat. The site drains to the southwest; the highest elevation is approximately 1,449 feet at the northeast corner of the site, and the lowest elevation is approximately 1,424 feet in the southwest corner of the site, an approximate elevation difference of 25 feet. Concrete debris and cobbles and concrete slabs exist on-site, which appear to cover the cistern system noted above. Refer to ***Figure 3, Site Photos.***

Surrounding Land Uses

The project site is bounded by SR-210 to the north; a church facility to the east; residential development to the south; and vacant land to the west.

IV. Proposed Improvements

Residential Development

The project proposes development of a residential community involving construction of 107 multi-family detached units and associated infrastructure and improvements including private roads, sidewalks, landscaping, utilities, infiltration basins/drainage facilities, and parking. The community would be gate guarded and would include on-site recreational facilities such as a community pool and clubhouse, tot lot, dog park, and exercise area. The dwelling units would be two stories ranging in size from 1,400 square feet to 2,200 square feet with two-car attached garages. Refer to ***Figure 4, Conceptual Site Plan***.

Site Access

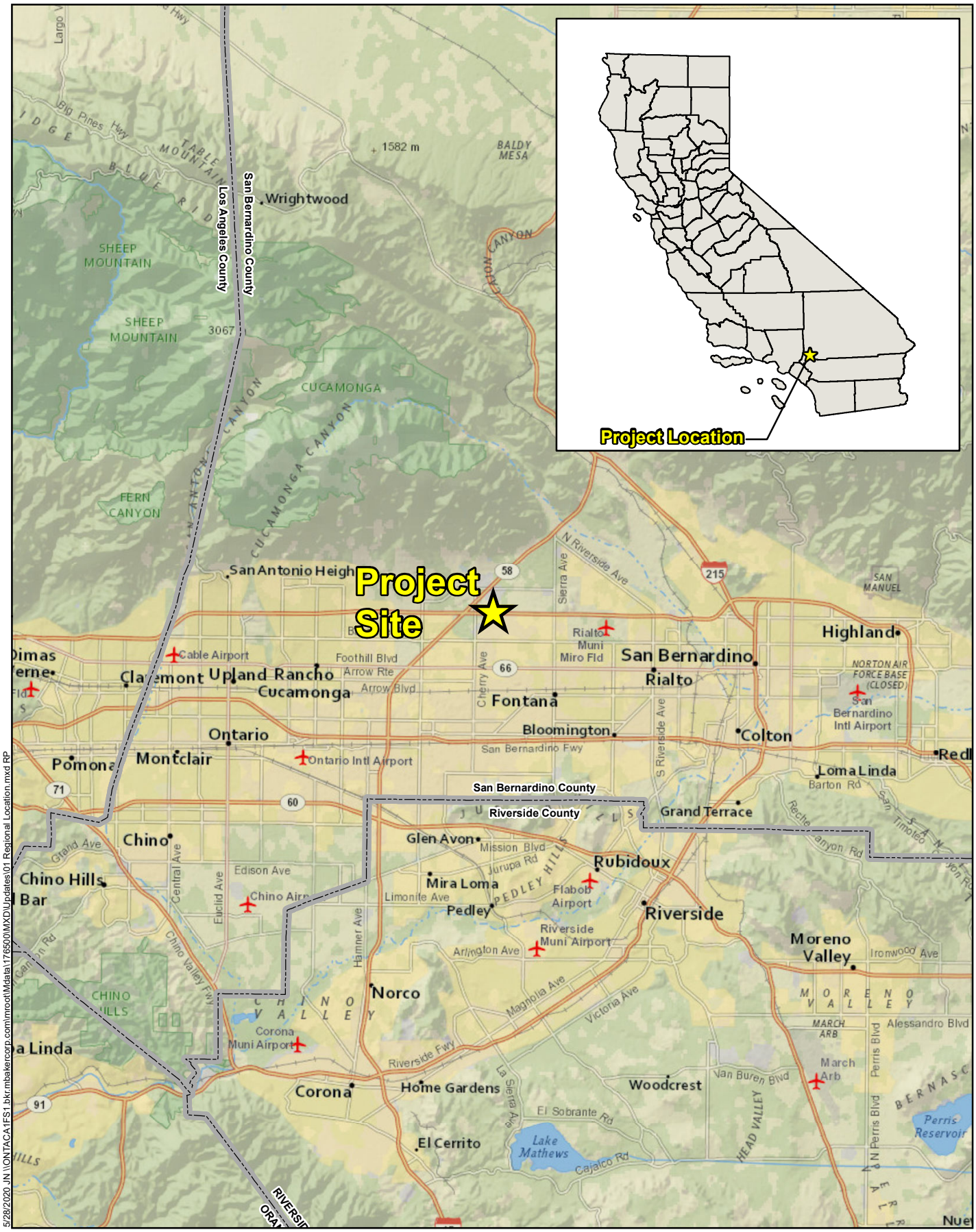
Project site access is proposed as follows:

- The project's primary site access point would be a gated entrance along its south side. This gated entry would feed into the westbound lanes of South Highland Avenue, which is classified as a Primary Highway for the City.[1] Vehicles entering and exiting the project site would be required to make a right turn into and out of the residential community.
- The proposed project would also feature one emergency vehicle access/evacuation route at its southeastern corner. This route would feed into Hemlock Avenue, approximately 50 feet north of the intersection of Hemlock Avenue and South Highland Avenue.

V. Project Construction and Phasing

Project construction would occur over approximately 14 months, beginning in March 2021. Construction of the project would include the following phases: site preparation, grading, building construction, paving, and architectural coating. It is anticipated that the project would be completed and operational by April 2022.

1 City of Fontana, *General Plan Update 2015–2035, Community Mobility and Circulation Element* (Chapter 9), Exhibit 9.2, 2018.



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HIGHLAND RESIDENTIAL PROJECT

Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: National Geographic World Map

Regional Location

Figure 1

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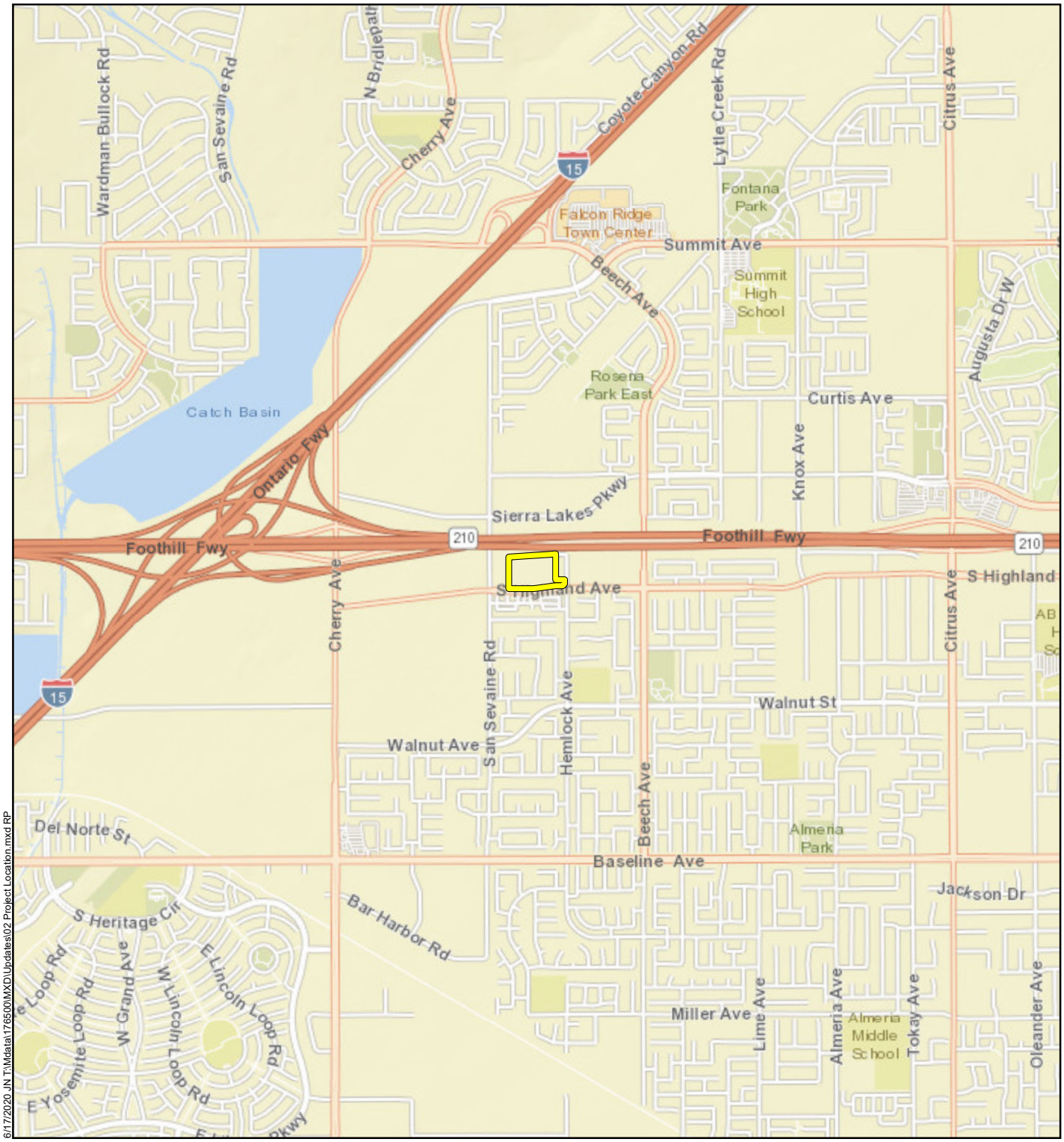

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Legend

Project Site

HIGHLAND RESIDENTIAL PROJECT

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, USGS 7.5-Minute topographic quadrangle map

Project Location

Figure 2

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Facing North

Facing South

Facing East

Facing West

HIGHLAND RESIDENTIAL PROJECT

Michael Baker INTERNATIONAL

Source: Michael Baker International

Site Photos

Figure 3

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Site Summary - South Highland

Unit Count:	107	Total 1st floor bldg footprint = 142,467 sf	
Site Area:	10.22 AC	Lot Coverage = (142,467 sf /445,007 sf) = 32%	
Gross Density:	10.47 DU/AC	Total Streets, Driveways, & Aprons = 140,652 sf (32%)	
Total Buildable SF:	192,673 SF	Total Landscape Area = 445,007 -(142,467+140,652) = 161,888 sf (36%)	

Plan Type Summary

Plan Type	S.F.	BR	(Options)	BA	GAR	HT	Buildable SF	TOTAL
SFD - ALLEY LOADED								
Plan 1	1,861	3		2.50	2-Std	2	27,915	15
Plan 2	1,933	3		2.50	3-Std	2	28,995	15
Plan 3	2,069	3	Plus Den (Opt. 4th br)	3.00	3-Std	2	33,104	16
					Subtotal		90,014	**46**
SFD - DETACHED CLUSTER								
Plan 1	1,419	3		2.50	2-Std	2	21,285	15
Plan 2	1,653	3		3.00	2-Std	2	23,142	14
Plan 3	1,713	4		3.00	2-Std	2	30,834	18
Plan 4	1,957	4	(Downstairs Br)	3.00	2-Std	2	27,398	14
					Subtotal		102,659	**61**

Proposed Bldg. Setbacks

Street setback (South Highland Ave)	10 ft
Building to Building separation	8 ft / 10ft*

(* Note: Where bldgs are separated by a privacy wall, a 10' bldg separation shall be provided)

PARKING SUMMARY

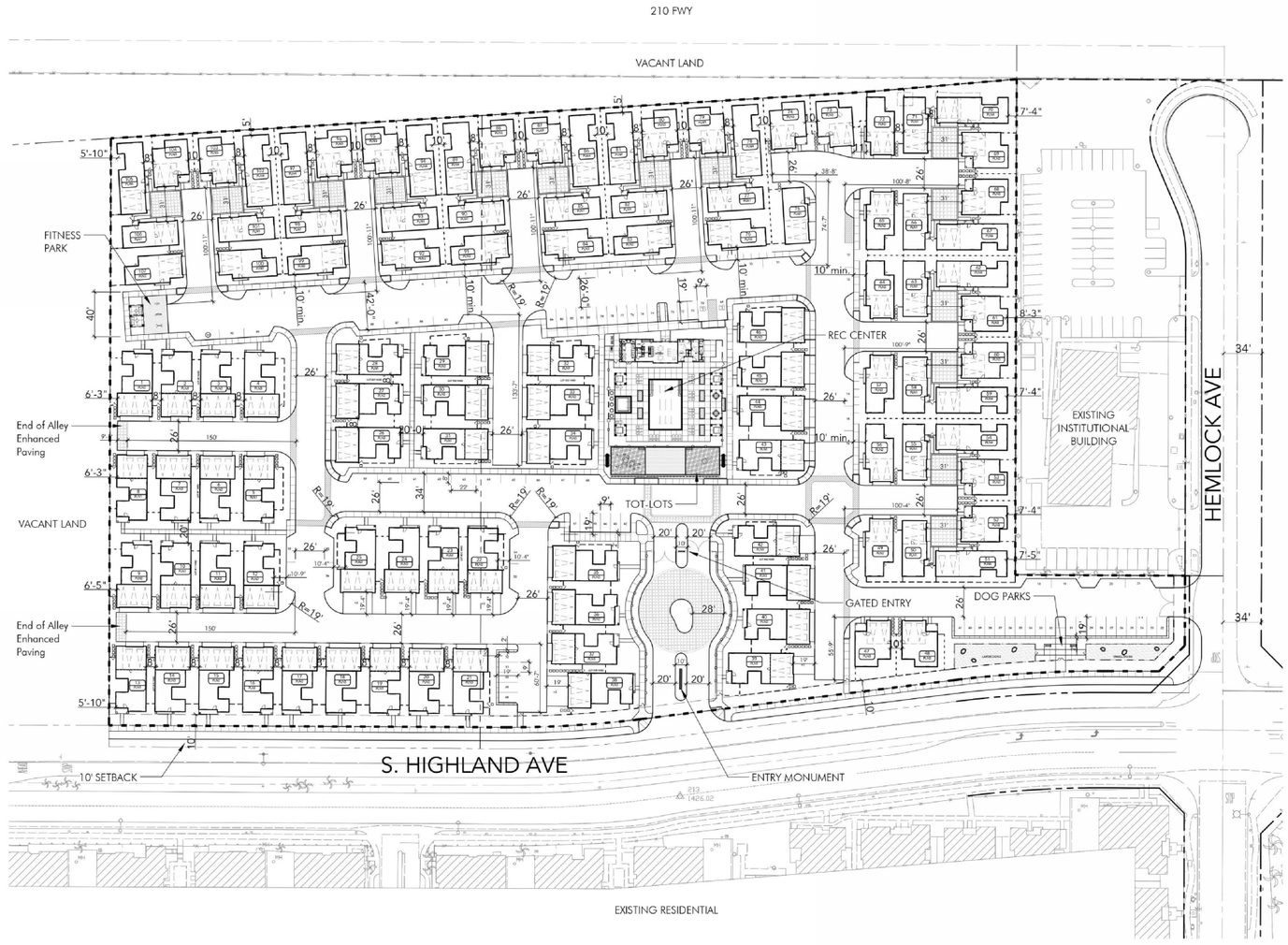
PARKING REQUIRED (SFD) - Per Current Codes - Table 30-314.A Sec.30-166)	**Required**
Resident Parking: 2 garage parking space / unit (Up to 3 bdrm) =	214
Total Parking Required =	**214**

PARKING REQUIRED (SFD) - Per Anticipated New Codes	**Required**
Resident Parking : 2 Parking Garage Spaces	214
Plus 0.5 Open Parking Space(3-bed): 75 units x .05 =	37.5
Plus 0.7 Open Parking Space(4-bed): 32 units x .07 =	22.4
Guest Parking Parking: 0.5 space / unit =	53.5
Total Parking Required =	**327.4**

PARKING PROVIDED:	**Provided**
Enclosed Garage Space (Std 2 car) =	**245**
Guest Parking Space:	
Open On Street Parking	91
Open Private driveway spaces	16
Total Guest space provided	107
Total Resident & Guest Parking Provided =	**352**

Garage & Driveway Parking Breakdown

Plan Type	Total Units	Total 2-Car Garage Spaces	Total 3-Car Garage Spaces	Total Open Driveway Spaces	(Units w/ Open Driveway)
SFD - ALLEY LOADED					
Plan 1	15	30	0	4	(at units 23 & 39)
Plan 2	15	0	45	3	(at unit 25)
Plan 3	16	0	48	9	(at units 22, 24, & 38)
SFD - DETACHED CLUSTER					
Plan 1	15	30	0	0	None
Plan 2	14	28	0	0	None
Plan 3	18	36	0	0	None
Plan 4	14	28	0	0	None



HIGHLAND - FONTANA

FONTANA | CA

STRATHAM HOMES | TTM #20297, TTM #20349

DATE 5 | 14 | 20

STRATHAM HOMES

1"=40'-0" SCALE NORTH

0 40 80

SITE PLAN | SP-1

URBAN ARENA

HIGHLAND RESIDENTIAL PROJECT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Michael Baker Internationa, Stratham Homes, Urban Arenal

Conceptual Site Plan

Figure 4

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SECTION C. ENVIRONMENTAL CHECKLIST FORM

1.	Project Title:	Highland Residential Project
2.	Lead Agency Name and Address:	City of Fontana Planning Division 8353 Sierra Avenue Fontana, CA 92335
3.	Contact Person and Phone Number:	Jon Dille Associate Planner (909) 350-6681
4.	Project Location:	APNs: 0228-021-08 and -09, on the north side of South Highland Avenue between Hemlock Avenue and San Sevaine Road.
5.	Project Sponsor's Name and Address:	Mr. Patrick Potts Stratham Development Company 2201 Dupont Drive, Suite No. 300 Irvine, CA 92612 patpotts01@gmail.com
6.	General Plan Designation:	General Commercial (C-G)
7.	Zoning:	General Commercial (C-2)

8. Description of Project:

Development of 107 multi-family detached residential units on approximately 10.2 acres; General Plan Amendment No. 19-006 (General Commercial to Medium-Density Residential); Zone Change No. 19-004 (General Commercial to Medium-Density Residential); Tentative Parcel Map No. 20153; Tentative Parcel Map No. 20349; Tentative Tract Map No. 20297 (19-011); Design Review No. 19-031; Conditional Use Permit No. 19-037.

9. Surrounding Land Uses and Setting:

The project site is bounded by State Route 210 to the north; a church facility to the east; residential development to the south; and vacant land to the west.

10. Other Public Agencies Whose Approval is Required:

Fontana Building & Safety Division: Site Plan review and approval, grading permits, building permits.

Fontana City Council: General Plan Amendment approval, Zone Change approval, Tentative Parcel Map approval, two Tentative Tract Map approvals, Conditional Use Permit approval, and Design Review approval.

Fontana Engineering Division: construction permits, sewer connection approval, storm drain connection approval, and Water Quality Management Plan (WQMP) approval.

Fire Protection District: Building Plan check and approval. Review for compliance with 2019 California Fire Code, 2019 California Building Code, California Health & Safety Code, and Fontana Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.

Fontana Water Company: Letter of authorization/consent for proposed improvements to provide water supply connection to new development.

Southern California Edison: Letter of authorization/consent for proposed improvements to provide electrical supply connection to new development

11. Have California Native American tribes traditionally and culturally affiliated with the project requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?[2]

    Yes. The City of Fontana notified tribes and conducted consultation with tribes that elected to participate. Summary of consultation and the resulting determination of potential impacts to tribal cultural resources and applicable mitigation measures are included in Section D, XVIII. Tribal Cultural Resources.

2 NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

I. 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.

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

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- **No Impact**. The project would not have any measurable environmental impact on the environment.
- **Less Than Significant Impact**. The project would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated**. The project would have the potential to generate impacts which may be considered a significant effect on the environment, although measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The project would have impacts which are considered significant, and additional analysis is required to identify measures that could reduce these impacts to less than significant levels.

II. Environmental Determination

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date 6/17/2020

Zai AbuBakar
Director of Community Development

SECTION D. EVALUATION OF ENVIRONMENTAL IMPACTS

I. Aesthetics

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

Discussion

a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Fontana is located on the valley floor between the San Gabriel Mountains to the north and the Jurupa Hills to the south. The Conservation, Open Space, Parks, and Trails Element (Chapter 7) of the City's General Plan[3] notes that panoramic scenic view corridors toward the mountains and views of the City from the mountains dominate the City's visual landscape character. The project site is located in the northern portion of the City and is bounded by SR-210 to the north; a church facility to the east; residential development to the south; and vacant land to the west.

Although the General Plan does not identify specific scenic view corridors within the City, the project site is located in an urban area approximately 2.5 miles south of the San Gabriel Mountains and 7 miles north of the Jurupa Hills. Based on its location within a partially developed area that is identified for future buildout, as well as the presence of existing surrounding

3 Fontana, *General Plan Update, Conservation, Open Space, Parks and Trails Element* (Chapter 7).

development, the project site is not located within the viewshed of scenic vistas, and the project would not block views of or from these scenic resources. Therefore, impacts associated with scenic vistas would be less than significant

b) Except as provided in Public Resources Code Section 21099, 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's California Scenic Highway Mapping System,[4] 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 approximately 25 miles east of the project site in the San Bernardino Mountains. Based on this distance, the intervening natural topography, and constructed structures, the project site is not located within the viewshed of this officially designated state scenic highway. Additionally, according to the City of Fontana *General Plan Update 2015–2035 Final Environmental Impact Report*, there are no officially designated or eligible scenic highways within or adjacent to the City.[5] Therefore, no impacts associated with both state scenic highways and local scenic corridors would occur.

c) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located in an urbanized area and is surrounded by existing development including residences to the south and a church facility to the east. The proposed project would incorporate architectural elements—including a neutral, complementary color palette and a variety of building materials—that are similar to other residential land uses in the project area, thereby mirroring existing development in the area. Therefore, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

To ensure that both current and future development in the City is designed and constructed to conform with the existing visual character and quality of the surrounding built environment, Chapter 30, Zoning and Development Code, of the Fontana Municipal Code includes design standards related to building size, height, and setback, as well as landscaping, signage, and other considerations. These standards ensure that land uses within an area are visually consistent with one another and their surroundings and reduce the potential for aesthetic conflict. The design specifications of all development proposals are reviewed by the City to ensure compliance with all applicable provisions as set forth by the Zoning and Development Code. As part of this review process, project plans are reviewed by City staff, the Development Advisory Board, and the

4 California Department of Transportation, Scenic Highway Mapping System, accessed January 28, 2020, https://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

5 City of Fontana, *General Plan Update 2015-2035 Draft Environmental Impact Report*, 2018.

Planning Commission to ensure conformation to the Zoning and Development Code, as well as the visual character and quality of the surrounding area. Therefore, impacts associated with the existing visual character and quality would be less than significant with project implementation.

d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Existing sources of light and glare in the immediate project area include vehicle headlights traveling along SR-210 to the immediate north of the site; streetlights; outdoor safety and security lighting associated with adjacent developments; and the residential development to the south.

Consistent with Section No. 30-471, Light and Glare in Residential Zoning Districts, of the Fontana Municipal Code, all lighting used on the project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties. Furthermore, no structures or features that create adverse glare effects are permitted. All exterior lighting for the project would be shielded and/or hooded to prevent light trespass onto nearby properties. Although new reflective improvements, such as windows, would be introduced via the proposed project, the project as a whole would not be considered a source of glare in the project area. Therefore, project impacts associated with a new source of substantial light or glare would be less than significant.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

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 Chapter 30, Zoning and Development Code, of the Fontana Municipal Code, animal grazing, breeding, raising, or training is permitted on property zoned for Open Space (OS-N or OS-R) or Public Facilities (P-PF) with certain restrictions and requirements. The proposed project site is currently zoned for General Commercial (C-2) with a Zone Change proposed for Medium-Density Residential (R-2), and the nearest location that is both zoned appropriately and has the potential for agriculture is over 2 miles to the north,[6] as all of the nearby areas zoned P-PF are developed and unable to be used for agricultural purposes with their current uses.

As shown by the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site is designated as "Other Land" (non-agricultural use) and is surrounded by "Urban and Built Up Land" to the north, east, and south. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the project site.[7] The project site is adjacent to land designated as "Unique Farmland" just west of San Sevaine Road. However, these lands and their associated uses would not be affected by the project. Therefore, the project would not

6 Distances measured via Google Earth Pro.

7 California Department of Conservation, California Important Farmland Finder, accessed January 28, 2020, https://maps.conservation.ca.gov/DLRP/CIFF/.

convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and no impact would occur.

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

No Impact. As mentioned previously in Section II.a, the proposed project site is located on land that is zoned as General Commercial (C-2) with a proposed Zone Change to Medium-Density Residential (R-2). These zoning designations do not allow for agricultural uses. Furthermore, neither the project site nor any portion of the City of Fontana is under a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact 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. The project site is currently vacant and undeveloped. The site does not contain any forestland or timberland, nor is it zoned for timberland production. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production, and no impact would occur.

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

No Impact. The project site is a vacant lot that does not contain any forestland, as defined above. Furthermore, the project site is not zoned for forestland. Therefore, the project would not result in the loss of forestland or the conversion of forestland to non-forest use. No impact would occur.

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. While agricultural uses were once prominent in the City's past, agricultural uses have largely declined and are no longer a significant element of the local economy as the community has urbanized. Remaining undeveloped land considered suitable for farming purposes is planned for a variety of urbanized uses, according to the General Plan.[8] The project site is located in the northern portion of the City and is surrounded by SR-210 to the north; a church facility to the east; residential development to the south; and vacant land to the west. There is no farmland or forestland on or in the vicinity of the project site that could be converted to non-agricultural or non-forestland uses as a result of the proposed project. Therefore, no impact would occur.

8 Fontana, *General Plan Update*, Appendix One: Background Report, p. 9.

III. Air Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY: *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Air Quality Technical Memorandum* prepared by Michael Baker International on April 23, 2020, provided as Appendix A of this IS/MND.

Discussion

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

Less Than Significant Impact. The City is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) has jurisdiction in the Basin, which has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the Basin is in nonattainment.

In order to reduce emissions, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

Criterion 1:

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

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Impact AQ-3 below, localized concentrations of carbon dioxide (CO), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROGs play in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

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

As discussed below in Impacts AQ-2 and AQ-3, the proposed project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed project would not have the potential to cause a violation of the ambient air quality standards.

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

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the 2016 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2016 AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the City's General Plan, SCAG's regional growth forecast, and the SCAG RTP/SCS. The RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The project proposes the construction of 107 multi-family detached residential units with on-site recreational facilities on a 10.2-acre site. The project would also include a General Plan Amendment and Zone Change to change the designation and zoning of the project site from General Commercial to Medium-Density Residential. The project would not differ from the General Plan Amendment or the Zone Change land use designations. Therefore, the proposed project is considered consistent with the General Plan, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity.

The City's population estimate as of January 1, 2019, is 212,078 persons.[9] The project would induce population growth directly through the construction of 107 residential units. Assuming 100 percent occupancy and 4.12 persons per household, the maximum population growth associated with project implementation would be approximately 441 persons.[10] This growth would not cause SCAG's 2035 population forecast of 266,300 to be exceeded.[11] As the project would not cause SCAG's 2035 population forecast to be exceeded, the project would not cause the City's General Plan buildout population forecast to be exceeded. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these

9 California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark, accessed April 16, 2020, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.
10 Department of Finance, Population and Housing Estimates.
11 Southern California Association of Governments, "2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction," accessed 2020, http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf.

same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections.

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

The proposed project would not require mitigation and would result in less than significant air quality impacts; refer to Impacts AQ-2 and AQ-3. In addition, the project would comply with all applicable SCAQMD rules and regulations, including Rule 403, *Fugitive Dust,* which requires excessive fugitive dust emissions to be controlled by regular watering or other dust prevention measures, and Rule 1113, *Architectural Coatings,* which regulates the ROG content of paint. As such, the proposed project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As discussed above, the project would be consistent with the land use envisioned in the General Plan Amendment and the Zone Change. Furthermore, the project would not cause SCAG's 2035 population forecast to be exceeded. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, SCAQMD has incorporated these same projections into the 2016 AQMP. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2016 AQMP.

b) 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?

Less Than Significant Impact.

Short-Term Construction

The project involves construction activities associated with site preparation, grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately 14 months. Exhaust emission factors for typical diesel-powered heavy equipment are based on the program defaults of the most recent version of the California Emissions Estimator Model (CalEEMod), version 2016.3.2. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of

construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared using CalEEMod; refer to Appendix A, *Air Quality Technical Memorandum*, for the CalEEMod outputs and results. ***Table 1, Short-Term Construction Emissions***, presents the anticipated daily short-term construction emissions.

Table 1: Short-Term Construction Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1						
Construction Related Emissions[2]	7.40	79.54	53.18	0.12	8.90	5.62
Year 2						
Construction Related Emissions[2]	42.94	37.51	33.15	0.08	2.59	1.86
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:

Emissions were calculated using CalEEMod, version 2016.3.2.

Modeling assumptions include compliance with SCAQMD Rule 403 which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to Appendix A for detailed model input/output data.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from site preparation, grading, and construction is expected to be short term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and resuspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from

stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rule 403 would greatly reduce PM_{10} and $PM_{2.5}$ concentrations. It should be noted that these reductions were applied in CalEEMod. As depicted in ***Table 1***, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, construction-related air quality impacts from fugitive dust emissions would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in ***Table 1***, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are ozone (O_3) precursors. As required, all architectural coatings for the proposed project structures would comply with SCAQMD Rule 1113, which provides specifications on painting practices as well as regulating the ROG content of paint. ROG emissions associated with the proposed project would be less than significant; refer to ***Table 1***.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in ***Table 1***, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction-related air emissions would be less than significant.

Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos-bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report,*[12] serpentinite and ultramafic rocks are not known to occur in the project area. Thus, there would be no impact in this regard.

Long-Term (Operational) Emissions

CalEEMod was used to calculate the long-term emissions from the operation of the project. Emissions from each source are discussed in more detail below.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source. Based on the Traffic Impact Analysis prepared for the project,[13] typical daily activities are forecast to generate 1,010 average daily trips, including 80 trips during the a.m. peak hour and 106 trips during the p.m. peak hour. ***Table 2, Long-Term Operational Air Emissions***, presents the anticipated mobile source emissions. As shown in ***Table 2***, emissions generated by vehicle traffic associated with the project would not exceed established SCAQMD thresholds. Impacts from mobile source air emissions would be less than significant.

Table 2: Long-Term Operational Air Emissions

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project Summer Emissions						
Area Source Emissions	4.93	1.70	9.53	0.01	0.18	0.18
Energy Emissions	0.10	0.83	0.35	<0.01	0.07	0.07
Mobile Emissions[2]	1.76	9.00	23.51	0.09	7.41	2.03

12 Department of Conservation Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report, 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf.
13 Urban Crossroads, *Highland Residential Focused Traffic Impact Analysis*, 2020.

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Total Emissions[3]	6.79	11.53	33.39	0.11	7.65	2.27
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*
Proposed Project Winter Emissions						
Area Source Emissions	4.93	1.70	9.53	0.01	0.18	0.18
Energy Emissions	0.10	0.83	0.35	<0.01	0.07	0.07
Mobile Emissions[2]	1.67	9.18	21.95	0.08	7.41	2.03
Total Emissions[3]	6.70	11.70	31.83	0.10	7.65	2.27
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Emissions were calculated using CalEEMod, version 2016.3.2.
2. The mobile source emissions were calculated using the trip generation data provided in the Urban Crossroads, *Highland Residential Focused Traffic Impact Analysis*, dated March 10, 2020.
3. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for detailed model input/output data.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping. As shown in ***Table 2***, area source emissions from the project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in ***Table 2***, energy source emissions from the project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors ROGs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health

effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD,[14] the SCAQMD acknowledged that it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District,[15] the district has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in ambient levels of ozone in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on its own modeling in the 2012 AQMP, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of volatile organic compounds (VOC) would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts as well.

Cumulative Conclusion

With respect to the proposed project's construction-related air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements and the adopted 2016 AQMP emissions control measures. Rule 403 requires that fugitive dust be controlled with the best available control measures to reduce dust so that dust does not remain visible in the atmosphere beyond the property line of the proposed project. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation

14 South Coast Air Quality Management District, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2015.

15 San Joaquin Valley Air Pollution Control District, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2015.

measures, and compliance with adopted 2016 AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed previously, the project would not result in short- or long-term air quality impacts, as emissions would not exceed the SCAQMD adopted construction or operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emissions reduction technology, strategies, and plans are constantly being developed. As a result, the project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, the project's incremental operational impacts would be less than cumulatively considerable and impacts in this regard are less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

For the purposes of localized significance threshold (LST) analysis, the SCAQMD considers a sensitive receptor to be a receptor where it is possible that an individual could remain for 24 hours. Following this definition, the closest sensitive receptors for the LST analysis are the residences located approximately 80 feet south of the project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operations impacts (area sources only). The CO hotspot analysis, following the LST analysis, addresses localized mobile source impacts.

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (June 2003 [revised 2008])[16] for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for 1-, 2-, and 5-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over 5 acres perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within source receptor area (SRA) 34 (Central San Bernardino Valley).

16 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, July 2008.

Construction

Because CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, ***Table 3, Grading Equipment Rates***, is used to determine the maximum daily disturbed acreage for comparison to LSTs.

Table 3: Grading Equipment Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Disturbed per 8-Hour Day	Operating Hours per Day	Acres Disturbed per Day
Grading	Tractors	2	0.5	8	1
	Scrapers	4	1	8	4
Total Acres Disturbed per Day					5[1]

Notes:

1. Although the site is approximately 10.2 acres, the total acres disturbed per day is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment.

Source: South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008.

Based on the equipment list provided by the project applicant, the project during the site preparation phase would disturb up to 5 acres per day. Therefore, the LST thresholds for 5 acres is used for the construction LST analysis. The nearest sensitive uses are approximately 24 meters (i.e., 80 feet) south of the project site. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, the LST value for 5 acres and 25 meters was adopted. ***Table 4, Localized Significance of Construction Emissions***, shows the localized construction-related emissions. It is noted that the localized emissions presented in ***Table 4*** are less than those in ***Table 1*** because localized emissions include only on-site grading emissions (i.e., from construction equipment and fugitive dust). As seen in ***Table 4***, emissions would not exceed the LSTs for SRA 34. Construction LST impacts would be less than significant in this regard.

Table 4: Localized Significance of Construction Emissions

Maximum Emissions	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)[1, 2]	78.33	52.10	8.76	5.58
Localized Significance Threshold[3]	270	1,720	14	8
Thresholds Exceeded?	*No*	*No*	*No*	*No*

Notes:

1. Maximum on-site daily emissions occur during grading phase for NOx and CO and site preparation phase for PM_{10} and $PM_{2.5}$.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. The localized significance threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The localized significance threshold was based on the anticipated daily acreage disturbance for construction (the threshold for 5 acres was used), the distance to sensitive receptors (25 meters), and the source receptor area (SRA 34).

Operations

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Therefore, no long-term LST analysis is necessary. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

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

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

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled on US urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[17] CO emissions have continued to decline since this time. The Basin was redesignated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 AQMP, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis in the CO Plan is utilized in a comparison to the project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles County experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic volume of

17 US Environmental Protection Agency, Carbon Monoxide Emissions, accessed March 27, 2020, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10.

approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the City of Fontana near the project site due to the comparatively low volume of traffic (a maximum of 1,010 average daily trips, including 80 trips during the a.m. peak hour and 106 trips during the p.m. peak hour) that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[18] The project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also comply with the SCAQMD Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. Any impacts to existing adjacent land uses would be short term and are less than significant.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

18 South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The analysis and findings throughout this section are based on the *Tree Survey and Arborist Report* prepared by Golden State Land & Tree Assessment (March 13, 2020), and the *Habitat Assessment* prepared by Michael Baker International (March 2, 2020). The documents are provided as Appendix B and Appendix C of this IS/MND, respectively, and are incorporated herein by reference.

Discussion

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 Wildlife or U.S. Fish and Wildlife Service?

Less than Significant With Mitigation Incorporated. The project site is primarily composed of disturbed land that is dominated by ruderal/weedy, low-growing plant species and exotic plant species. Approximately 0.33 acres of exotic vegetation occurs within the northeast portion of the project site. Disturbed areas make up approximately 10.31 acres of the project site. Disturbed areas within the project site do not feature natural plant communities and instead consist of

unpaved bare ground or areas that have been previously disked or tilled as part of routine weed abatement activities. Surface soils within these areas have been heavily disturbed/compacted as a result of man-made disturbances and are either devoid of vegetation or support non-native, ruderal plant species.

A literature search identified 57 special-status plant species, 60 special-status wildlife species, and 5 special-status vegetation communities as occurring within the USGS *Cucamonga Peak, Devore, Fontana,* and *Guasti, California* 7.5-minute quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions.

No special-status plant species were observed during the field survey. The project site is primarily composed of exotic vegetation and disturbed parcels characterized by heavily disturbed/compacted soils. Additionally, the routine weed abatement within the project site and surrounding land uses have reduced the potential for the project site to provide suitable habitat for special-status plant species. None of the special-status species identified in the records search were present at the time of the field survey and none are expected to occur within the project site.

Cooper's hawk was the only special-status wildlife species observed within the project site during the field survey. This species was observed foraging over the western portion of the project site before landing in a tree located on the adjacent property to the west. The project site and surrounding vegetation communities provide limited suitable foraging and nesting habitat for a variety of year-round and seasonal avian residents as well as migrating songbirds that could occur in the area. Despite the limited vegetation, Mitigation Measure BIO-2 provides for the protection of migratory birds on the project site during nesting season.

No other special-status wildlife species were observed within the project site during the field survey. Based on the results of the habitat assessment and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a low potential to support sharp-shinned hawk (*Accipiter striatus*; foraging habitat), burrowing owl (*Athene cunicularia*; foraging habitat), California horned lark (*Eremophila alpestris actia*; foraging and nesting habitat), western mastiff bat (*Eumops perotis californicus*; foraging habitat), loggerhead shrike (*Lanius ludovicianus*; foraging habitat), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii;* foraging habitat).

However, due to the proximity of the project site to existing occurrence records for burrowing owl, preconstruction burrowing owl clearance surveys should be conducted by a qualified biologist to ensure that burrowing owls remain absent from the project site and impacts to burrowing owls do not occur. Incorporation of Mitigation Measure BIO-1 would reduce impacts to less than significant.

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 Wildlife or US Fish and Wildlife Service?

Less than Significant Impact. Five special-status vegetation communities have been reported in the USGS *Cucamonga Peak, Devore, Fontana*, and *Guasti* 7.5-minute quadrangles by the California Natural Diversity Database: California walnut woodland, coastal and valley freshwater marsh, Riversidian alluvial fan sage scrub, southern riparian forest, and southern sycamore alder riparian woodland. No special-status vegetation communities were observed within the project site during the field survey. Additionally, no riparian habitats were observed on the project site. Therefore, the project would not have a substantially adverse effect on a riparian habitat or other sensitive natural community identified by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service. A less than significant impact would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No jurisdictional drainage or wetland features were observed within the boundaries of the project site. Therefore, development of the project site would not result in impacts to US Army Corps of Engineers, Santa Ana Regional Water Quality Control Board, or CDFW jurisdictional areas and regulatory approvals would not be required. There would be no impact.

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?

Less than Significant Impact. The project site is not located within any wildlife corridors, wilderness areas, wilderness study areas, or areas of critical environmental concern. The project site is located within a heavily developed area of Fontana and is generally surrounded by I-15, SR-210, and residential development. The surrounding highways and land uses have fragmented the connection between the project site and surrounding naturally occurring vegetation communities. The disturbed landscape of the project site and absence of vegetation for cover most likely precludes the movement of wildlife through the project site. Furthermore, elevated noise levels, vehicle traffic, lighting, and human presence associated with I-15, SR-210, and surrounding residential development decrease the suitability of the project site to be used as a wildlife movement corridor or linkage. Additionally, no hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) with frequent sources of water that would be sufficient in supporting fish populations were observed in the project site. A less than significant impact would occur.

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

Less Than Significant Impact. The *City of Fontana Public Services Department Tree Policy Manual* addresses the protection of heritage, significant, and specimen trees,[19] and the Fontana Municipal Code Chapter 28, Vegetation, addresses requirements for tree preservation and removal. Implementation of the proposed project would impact existing trees on-site. The arborist report prepared for the project (see Appendix B) indicated that 26 trees belonging to three species existed on-site; none are native to California and all are considered invasive. No special-status trees (as described in the Fontana Municipal Code) occur within the site. As such, native vegetation communities do not occur within the project site; instead, it comprises disturbed land dominated by non-native and exotic plant species. The removal of all existing non-native trees would not conflict with the provisions of the Tree Policy Manual and the Fontana Municipal Code. A less than significant impact 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 site is not located within a Conservation Plan area. The nearest Habitat or Natural Community Conservation Plan is the North Fontana Conservation Program Area. It is located approximately 1.2 miles northeast of the project site. Therefore, there would be no impact.

Mitigation Measures

BIO-1: Burrowing Owl Surveys

Two preconstruction clearance surveys should be conducted 14 to 30 days and 24 hours prior to any vegetation removal or ground-disturbing activities. Documentation of surveys and findings shall be submitted to the City of Fontana for review and file. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during preconstruction clearance surveys, a burrowing owl exclusion and mitigation plan would need to be prepared and submitted to CDFW for approval prior to initiating project activities.

19 City of Fontana, *Public Services Department Tree Policy Manual*, https://www.fontana.org/DocumentCenter/View/836/tree_manual?bidId=.

BIO-2: Nesting Bird Surveys

The project site and surrounding vegetation communities provide limited suitable foraging and nesting habitat for a variety of year-round and seasonal avian residents as well as migrating songbirds that could occur in the area. Nesting birds are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. If project-related activities are to be initiated during the nesting season (January 1 to August 31), a preconstruction nesting bird clearance survey should be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground-disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. Documentation of surveys and findings shall be submitted to the City of Fontana for review and file. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required. If an active nest is found, the bird species shall be identified and a "no-disturbance" buffer should be established around the active nest. The size of the "no-disturbance" buffer should be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. It is further recommended that the qualified biologist periodically monitor any active nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

The analysis and findings throughout this section are based on the *Cultural Resources Assessment* prepared by BCR Consulting (April 21, 2020), provided as Appendix D of this IS/MND.

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact. Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

The General Plan Community and Neighborhoods Element (Chapter 4) includes a list of known cultural and historical resources. However, none of these resources lie within the project area.[20] Although the City of Fontana contains many historic resources, these resources would not be affected by this project. The project site is currently vacant, though a potential cultural resource has been identified on the project site, identified as P-36-7325, which consists of historic-period stone and concrete features. These features are remnants of the Sunnyside service station and lunch room; however, they are not recommended eligible for the California Register of Historical Resources and are not recommended as a historical resource under CEQA.[21] As no substantial adverse change in the significance of a historical resource would be caused by the project, its impact would be less than significant.

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

Less than Significant Impact. Archaeological resources are those that are listed in or eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources. Additionally, resources in local registers of historical resources and resources that a lead agency determines as historically significant are also considered historical and archaeological resources (California Code of Regulations, Title 14, Section 15064.5). Archaeological sites contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discolorations or accumulation of soil or food remains.

The new construction associated with the project will occur in the entirety of the parcel. The site is previously disturbed and not associated with any important events or persons, and the existing feature does not embody any distinctive characteristics, represent the work of a master, or possess high artistic values. The project site does not contain information necessary to answer important research questions and it does not have any special or particular qualities.[22] Therefore, the construction and operation of the project on the site would not cause a substantial adverse

20 Fontana, *General Plan Update*, Community and Neighborhoods (Chapter 4), Exhibit 4.1.
21 Additional information substantiating the determination of P-36-7325 to not be eligible as a historical resource is documented on page 10, Significance of Evaluations of the Cultural Resources Assessment Highland Project, BCR Consulting LLC, 2020.
22 BCR Consulting, 2020, Cultural Resources Assessment Highland Project.

change in the significance of an archaeological resource and the impact would be less than significant.

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

The General Plan Community and Neighborhoods Element (Chapter 4) does not identify any human burial sites on or near the project area, nor any areas suspected as such. There is a possibility that future land alteration activities associated with any project to develop currently undeveloped land could uncover human remains, whether from prehistoric time periods or from more recent time periods. There is also the potential that Native American remains or the remains of someone who has been missing or known to be dead could be encountered.

In the event of a discovery of human remains during construction activities, contractors must comply with the provisions of California Health and Safety Code Section 7050.5, which requires that further excavation or disturbance of the area containing human remains cease until the County coroner examines the remains and issues a report. If the coroner finds evidence of Native American remains, they are required to contact the Native American Heritage Commission within 24 hours to verify Native American origin and facilitate recovery of the remains in accordance with appropriate tribal customs. Compliance with this existing state law would prohibit future land development projects from indiscriminately destroying or damaging human remains or disturb human burial sites. As such, the project would have a less than significant impact upon human remains or human burial sites.

VI. Energy

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

The analysis and findings throughout this section are based on the *Energy Analysis Technical Memorandum* prepared by Michael Baker International (April 23, 2020), provided as Appendix E of this IS/MND.

Regulatory Setting

California Building Energy Efficiency Standards (Title 24)

The 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings,[23] commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The standards require developers to install enhanced windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The 2019 California Green Building Standards Code,[24] commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen requires new buildings to employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases. Assembly Bill 1109, adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission (commonly known as the California Energy Commission) to adopt minimum energy efficiency standards as a means to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.

Discussion

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. This analysis focuses on three sources of energy that are relevant to the project: electricity, natural gas, and transportation fuel for vehicle trips associated with project construction and operations. The analysis of operational electricity is based on the CalEEMod modeling results for the project. The project's estimated electricity consumption is based primarily on CalEEMod's default settings for the County, and consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), which are the electricity and natural gas providers, respectively, for the City and the project site. Furthermore, the population estimates for the County were taken from the US Census Bureau and the City's person per household estimates were taken from the California Department of

23 California Code of Regulations, Title 24, Part 6.
24 California Code of Regulations, Title 24, Part 11.

Finance.[25,26] The results of the CalEEMod and energy consumption modeling are included in Appendix E, *Energy Analysis Technical Memorandum*. The amount of operational fuel consumption was estimated using the project's annual vehicle miles traveled outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in ***Table 5, Project and Countywide Energy Consumption***. As shown in ***Table 5***, the project's per capita electricity consumption would be approximately 58 percent less than the current Countywide per capita electricity consumption. Furthermore, the project's per capital natural gas consumption would be approximately 68 percent less than the current Countywide per capita natural gas consumption. ***Table 6, Project and Countywide Fuel Consumption*** compares the project's construction and operational vehicle fuel consumption to that found within the County. As shown in ***Table 6***, project construction and operation would increase the County's consumption by 0.0332 percent and 0.0240 percent, respectively.

Table 5: Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Bernardino County Annual Energy Consumption[2]	Countywide Per Capita Energy Consumption[2]	Project Per Capita Energy Consumption[3]	Percent Difference (decrease)
Electricity Consumption	1,358 MWh	15,633,660 MWh	7 MWh	3 MWh	57.93%
Natural Gas Consumption	32,738 therms	500,082,474 therms	234 therms	74 therms	68.30%

Notes:

1. As modeled in CalEEMod version 2016.3.2.
2. The project per capita electricity and natural gas consumption are compared to the per capita consumption in San Bernardino County in 2018. To account for Countywide energy use in all sectors, total capita in the County is calculated as the summary of population and employment.

San Bernardino County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed April 15, 2020.

San Bernardino County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed April15, 2020.

San Bernardino County population and employment data source: https://data.census.gov/cedsci/profile?q=San%20Bernardino%20County,%20California&g=0500000US06071, accessed April 21, 2020.

3. The project would have 107 multi-family units. Per the Department of Finance E-5 population estimates, the City of Fontana has 4.12 persons per household. As such, the project is anticipated to have a population of 441 residents. City of Fontana and anticipated project population data source: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed April 21, 2020.

Refer to Appendix A for assumptions used in this analysis.

25 US Census Bureau, San Bernardino County, California, https://data.census.gov/cedsci/profile?q=San%20Bernardino%20County,%20California&g=0500000US06071, accessed April 21, 2020.
26 Department of Finance, Population and Housing Estimates.

Table 6: Project and Countywide Fuel Consumption

Energy Type	Project Annual Fuel Consumption[1]	San Bernardino County Annual Fuel Consumption[2]	Percentage Increase Countywide
Fuel Consumption			
Construction Fuel Consumption	86,383 gallons	260,367,71 gallons	0.0332%
Operational Automotive Fuel Consumption[3]	208,901 gallons	868,827,791 gallons	0.0240%

Notes:

1. As modeled in CalEEMod version 2016.3.2.
2. Project fuel consumption calculated based on CalEEMod results. 2022 (Operational Year) Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.

Refer to Appendix A for assumptions used in this analysis.

Short-Term Construction Impacts

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

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with state requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[27] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[28] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional

[27] CalRecycle (California Department of Resources Recycling and Recovery), Green Building Materials, accessed April 16, 2020, https://www.calrecycle.ca.gov/greenbuilding/materials#Material.

[28] CalRecycle, Green Building Materials.

demand for construction materials. As indicated in ***Table 6***, the project's fuel consumption from construction would be approximately 86,383 gallons, which would increase fuel use in the County by 0.0332 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur.

Long-Term Operational Impacts

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. ***Table 6*** provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. As shown, project operations are estimated to consume approximately 208,901 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.024 percent. The project does not have any unusual characteristics that would result in excessive operational fuel consumption associated with vehicular travel. Fuel consumption associated with project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur.

Building Energy Demand

The project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), electronics systems, appliances, and security systems, among other common light industrial features. The project would be required to comply with Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Because the Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update, complying with the latest Title 24 standards would make the proposed project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. As indicated in ***Table 5***, operational energy consumption

would represent an approximate 58 percent decrease in electricity consumption per capita and approximate 68 percent decrease in natural gas consumption per capita over the current Countywide per capita usage. Therefore, the project would be more energy efficient than the County average. As such, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts would be less than significant.

Conclusion

As depicted in ***Table 5***, the project operational energy consumption would represent an approximate 58 percent decrease in electricity consumption per capita and approximate 68 percent decrease in natural gas consumption per capita over the current Countywide per capita usage. The project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the project would not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. A less than significant impact would occur.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The project would comply the most recent version Title 24 and CALGreen efficiency standards, which would ensure the project incorporates photovoltaic solar panels, energy-efficient windows, insulation, lighting, ventilation systems, and water-efficient fixtures, as well as green building standards. In addition, the project would comply with goals and policies found in the General Plan Sustainability and Resilience Element (Chapter 12), as listed in ***Table 7, Project Sustainability and Resilience Strategies Element Consistency Analysis***. These goals include promoting the usage of renewable energy, the reduction of greenhouse gas emissions, and implementation of green building and energy-efficient development. Adherence to the Title 24 and CALGreen requirements will ensure conformance with the state's goal of promoting energy, water, and lighting efficiency, and the City's goal to purse sustainability and resilience.

The project would also comply with the Energy Independence and Security Act of 2007, federal vehicle standards, and California's Low Carbon Fuel Standard, which regulates fuel efficiencies for vehicles, including trucks. Fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, the project would result in a less than significant impact associated with renewable energy or energy efficiency plans.

Table 7: Project Consistency with the Sustainability and Resilience Strategies Element

Goal/Policy	Project Consistency
Goal 3: Renewable sources of energy, including solar and wind, and other energy-conservation strategies are available to city households and businesses. Policy: Promote renewable energy programs for government, Fontana businesses, and Fontana residences.	Consistent. The project would comply with 2019 Title 24 Building Energy Efficiency Standards, which require solar photovoltaic systems for new homes and would be 53 percent more energy efficient than the 2016 standards.
Goal 5: Green building techniques are used in new development and retrofits. Policy: Promote green building through guidelines, awards and nonfinancial incentives.	Consistent. The project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code.
Goal 6: Fontana is a leader energy-efficient development and retrofits. Policy: Promote energy-efficient development in Fontana. Policy: Meet or exceed state goals for energy-efficient new construction.	Consistent. The project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code. This would include parking spaces for electric vehicles (EV) in the common use parking area in compliance with CALGreen Section 4.106.4.2.1. In addition, the project would be required to install necessary circuit for EV chargers in each dwelling unit in compliance with CALGreen Section 4.106.4.1.

Source: City of Fontana, *General Plan Update 2015-2035, Sustainability and Resilience Element (Chapter 12)*, 2018, https://www.fontana.org/DocumentCenter/View/26751/Chapter-12---Sustainability-and-Resilience.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS: *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The analysis and findings in this section are based on the *Geotechnical Investigation, Proposed Residential Development, APN 0228-021-08 and -09, North of So. Highland Avenue and East of San Sevaine Road, City of Fontana, California* (Geotechnical Investigation) prepared by Leighton and Associates, Inc. (March 7, 2019), provided as Appendix F of this IS/MND. The Geotechnical Investigation was peer reviewed by Petra Geosciences, Inc., which is provided as Appendix G of this IS/MND. The peer review substantially agreed with the Geotechnical Investigation findings.

The project site has a ground elevation of approximately 1,424 to 1,449 feet amsl and is located in an area that slopes gently down to the southwest. The site survey that occurred as part of the Geotechnical Investigation noted concrete debris and cobbles and concrete slabs that appear to cover a cistern system.

Discussion

a)i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely along active faults, and typically occurs during earthquakes of magnitude five or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

No known active or potentially active faults have been mapped within the project area and the area is not located in a Fault Rupture Hazard Zone as established by the Alquist-Priolo Act. The project site is located approximately 2.9 miles south of the Cucamonga section of the Sierra Madre Fault Zone, 3.9 miles northwest of the San Bernardino Valley section of the San Jacinto Fault Zone, 9.0 miles southwest of the San Bernardino Mountains section of the San Andreas

Fault Zone, and 12.2 miles east northeast of the San Jose Fault Zone.[29] The project site is not located within a fault zone. Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault and impacts would be less than significant.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The project site is located in a seismically active region of Southern California. Seismic shaking activity and intensity is dependent on the distance from the fault and earthquake epicenter. The geologic structure of the entire Southern California area is dominated by the northwestern-trending faults associated with the San Andreas Fault system. Faults such as the San Jacinto and San Andreas are major faults in this system and are known to be active. The nearest fault to the project site is the Cucamonga section of the Sierra Madre Fault, located approximately 2.9 miles to the north.

Development of the project would include construction of 107 new multi-family detached homes and associated infrastructure and the proposed project would be required to comply with seismic safety provisions of the California Building Code.[30] Therefore, the project would not directly or indirectly cause potential substantial adverse effects involving strong seismic ground shaking and a less than significant impact would occur.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

1) **Less than Significant Impact.** Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soils lose shear strength during strong ground motions. The factors controlling liquefaction are the presence of loose granular soils prone to liquefaction combined with saturation of those soils due to shallow groundwater and groundshaking.

According to the Geotechnical Investigation, groundwater was not encountered at a depth of 9 feet below ground surface and historical high groundwater in the vicinity of the project site was approximately 430 feet below ground surface. As such, the potential for liquefaction is not a significant concern at the site. However, to minimize potential damage to building structures caused by liquefaction, project construction would comply with the latest California Building Code standards, as required by the Fontana Municipal Code Section 5-61. Implementation of California Building Code standards would include provisions for seismic building designs. Therefore, impacts associated with liquefaction would be less than significant.

29 California Department of Conservation, EQ Zapp: California Hazards Zone Application. https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed January 28, 2020; US Geological Survey, Interactive Fault Map website, https://www.usgs.gov/natural-hazards/earthquake-hazards/hazards, accessed January 28, 2020.

30 California Code of Regulations, Title 24, Part 2.

a)iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less than Significant Impact. A landslide is generally defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes. According to the LHMP, there have been no reported historical occurrences of landslides in the City and landslides are not a major concern in the City.

There are no areas of landslide susceptibility on the project site.[31] The nearest areas of low-to-moderate landslide susceptibility located approximately 3.5 miles to the north and northeast of the project site in the San Gabriel Mountains, which is too great of a distance to result in landslides at the project site. Therefore, impacts relative to landslides would be less than significant.

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

Less than Significant Impact. Soil erosion is defined as the detachment and movement of soil particles by the erosive forces of wind or water. The project proposed to develop 107 multi-family detached residences and associated infrastructure and improvements. Grading and construction of the project could expose large amounts of soil and could result in soil erosion if effective erosion control measures are not used. Best management practices (BMPs) for erosion control are required under National Pollution Discharge Elimination System (NPDES) regulations pursuant to the federal Clean Water Act. NPDES requirements for construction projects disturbing 1 acre or more in area are set forth in the General Construction Permit issued by the State Water Resources Control Board (State Water Board Order No. 2009-0009-DWQ). Furthermore, the project's land clearing, grading, and construction activities would be required to comply with SCAQMD Rules 403 and 403.2 regulating fugitive dust emissions, thus minimizing wind erosion from such ground-disturbing activities. Therefore, the proposed project would not generate substantial soil erosion and impacts would be less than significant.

31 Fontana, *Local Hazard Mitigation Plan.*

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. As discussed above, the project site is not located in an area identified as being susceptible to liquefaction or landslides. The Geotechnical Investigation identifies the proposed project area as not being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts 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 direct or indirect risks to life or property?

Less than Significant Impact With Mitigation. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by swelling. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements.

According to the Natural Resources Conservation Service web soil survey, surface soils within the project site have been mapped as Tujunga gravelly loam sand (0 to 9 percent slopes),[32] which is considered to have a low shrink-swell potential. Additionally, the Geotechnical Investigation found a sample sent for testing had a negligible to very low expansion potential. However, the Geotechnical Investigation recommended further testing for expansion potential once site grading is complete. Therefore, with the project's adherence to California Building Code design considerations and the recommendations of the Geotechnical Investigation, impacts relative to expansive soils would be less than significant.

The Geotechnical Investigation tested the project site soil for corrosive properties and found the soil to be corrosive to ferrous metals. Because the on-site soil is considered to be corrosive to ferrous metals and utility pipes serving the project may be made of ferrous metals, the use of which could result in direct or indirect risks of life or property, mitigation measure GEO-1 would reduce those risks to a less than significant level.

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 site is currently vacant and does not use a septic system or alternative wastewater disposal system. There is the possibility of former septic systems being located within the project site, but these will be removed as recommended in the Geotechnical Investigation.

32 US Department of Agriculture, Natural Resources Conservation Service, Custom Soil Resources Report for San Bernardino County Southwestern Part, California, 2019, https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed January 28, 2020.

The proposed project would connect to the existing sewer system operated by the Inland Empire Utilities Agency. Septic tanks or alternative wastewater disposal systems would not be used. No impact would occur.

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

Less than Significant Impact. According to the Cultural Resources section of the City's General Plan Update EIR, the City is almost entirely built out and development consists of infill; therefore, the chance of exposing hidden cultural resources is remote. Additionally, the existing and proposed General Plan policies provide an ongoing program to ensure proper identification, evaluation, and recovery and/or protection of potentially important historical, archaeological, and paleontological resources that may be disturbed during future development activities. Existing state law requires immediate County coroner notification upon discovery of human remains and also notification of affected Native American tribes if the remains are suspected to be of Native American origin. Surrounding jurisdictions are subject to similar regulations. Long-term development throughout Fontana has low potential to impact subsurface archaeological and/or paleontological remains.[33] Furthermore, the site was previously developed in the northeast corner with the remainder of the site used for agricultural purposes, leaving the entire project site in a disturbed state.[34] The Geotechnical Investigation did not observe any unique geologic features on this site. Therefore, impacts to paleontological resources or unique geologic features as a result of project implementation would be less than significant.

Mitigation Measures

GEO-1: Corrosive Soil Materials Selection

Prior to the installation of utilities on the project site, the project proponent shall submit a utility plan to the City of Fontana that identifies any buried pipe as a non-ferrous material, or that any ferrous pipe is protected by dielectric tape, polyethylene sleeves and/or other methods with recommendations from a licensed corrosion engineer.

33 Fontana, Environmental Impact Report.
34 Historic aerials, accessed January 28, 2020, https://www.historicaerials.com/viewer.

VIII. Greenhouse Gas Emissions

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

The analysis and findings throughout this section are based on the *Greenhouse Gas Emissions Technical Memorandum* prepared by Michael Baker International (April 23, 2020), provided as Appendix H of this IS/MND.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 parts per million CO_2 equivalent (CO_2eq)[35] concentration is

35 Carbon dioxide equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid significant levels of climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Additionally, issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. Assembly Bill 32 (AB 32) requires that CARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB approved a 2020 emissions limit of 427 million metric tons (MT) of CO_2eq ($MTCO_2$eq).

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the SCAQMD, CARB, or any other state or regional agency have not yet adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted threshold for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements that address the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

The project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The most recent version of CalEEMod (version 2016.3.2) was used to calculate direct and indirect project-related GHG emissions. ***Table 8, Estimated Greenhouse Gas Emissions***, presents the estimated CO_2, N_2O, and CH_4 emissions of the project.

Table 8: Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[3]
	Metric Tons/year[1]	Metric Tons/year[1]	Metric Tons of CO_2e[2]	Metric Tons/year[1]	Metric Tons of CO_2e[2]	
Direct Emissions						
Construction[5]	32.14	0.01	0.22	<0.01	<0.01	32.36
Area Source	24.93	<0.01	0.05	<0.01	0.13	25.11
Mobile Source[4]	1,443.92	0.07	1.72	0.00	0.00	1,445.64
Total Direct Emissions[3]	1,500.99	0.08	1.99	<0.01	0.13	1,503.11
Indirect Emissions						
Energy	476.64	0.02	0.40	0.01	1.72	478.76
Solid Waste	25.47	1.51	37.64	0.00	0.00	63.11
Water Demand	48.30	0.23	5.73	0.01	1.72	55.74
Total Indirect Emissions[3]	550.41	1.75	43.76	0.01	3.44	597.61
Total Project-Related Emissions[3]	*2,100.72 $MTCO_2e$/yr*					

Notes:

$MTCO_2e$ = Metric Tons Carbon Dioxide Equivalent

1. Emissions calculated using the CalEEMod version 2016.3.2.
2. Consistent with CalEEMod version 2016.3.2, carbon dioxide equivalent values were calculated using global warming potentials from the 2007 Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report, https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf, accessed March 30, 2020.
3. Totals may be slightly off due to rounding.
4. The mobile source emissions were calculated using the trip generation data provided in the Urban Crossroads, *Highland Residential Focused Traffic Impact Analysis* (March 10, 2020).
5. Total project construction GHG emissions equate to 970.81 $MTCO_2e$. However, construction emissions are amortized over the lifetime of the project (assumed to be 30 years) and added to operational GHG emissions consistent with SCAQMD's guidance.

Refer to Appendix H for detailed model input/output data.

Direct Project-Related Source of Greenhouse Gases

Construction Emissions. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the project, assumed to be 30 years),[36] then added to the operational emissions. As seen in ***Table 8***, construction of the project would result in a total of 32.36 $MTCO_2e$ (amortized over 30 years), which represents a total of approximately 970.81 $MTCO_2e$ from construction activities.

Area Source. The project would result in nominal area source emissions; refer to ***Table 8***. Area source emissions would be generated due to an increased demand for natural gas associated with the development of the project. The primary use of natural gas-producing area source emissions by the project would be for consumer products, architectural coatings, hearth, and landscaping.

Mobile Source Emissions. According to the *Highland Residential Focused Traffic Impact Analysis* (Traffic Impact Analysis) prepared for the project, the project would result in a maximum of 1,010 peak daily trips, which equates to approximately 1,445.64 $MTCO_2e$/year of mobile source-generated GHG emissions as modeled in CalEEMod; refer to ***Table 8***.

Indirect Project-Related Source of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via SCE. The project would indirectly result in 478.76 $MTCO_2e$/year of GHG emissions due to energy consumption; refer to ***Table 8***.

Water Demand. The project's operations would result in a demand of approximately 11.82 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 55.74 $MTCO_2e$/year; refer to ***Table 8***.

Solid Waste. Solid waste associated with operations of the project would result in 63.11 $MTCO_2e$/year; refer to ***Table 8***.

Total Project-Related Sources of Greenhouse Gases

As shown in ***Table 8***, the total amount of project-related GHG emissions from direct and indirect sources combined would total 2,100.72 $MTCO_2e$/yr.

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

36 In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions.

Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Scoping Plan as required by AB 32.[37] The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the *First Update to the Scoping Plan* (2013). Although a number of these are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

Table 9, Project Consistency with the Scoping Plan, provides an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the *First Update to the Scoping Plan* (2013).

Table 9: Project Consistency with the Scoping Plan

Sector / Source	Category / Description	Project Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	Consistent. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves.[1] The project would only include natural gas hearths in the proposed residential units.
Energy		
California Renewables Portfolio Standard, Senate Bill 350, and Senate Bill 100	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the California Energy Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The project would utilize energy from SCE, which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 36 percent of SCE's electricity came from renewable resources.[2] By 2030 SCE plans to achieve 80 percent carbon-free energy.[3] The project would also meet the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code.
CCR, Title 24, Building Standards Code	Energy Efficiency Standards for Residential and Nonresidential Buildings.	Mandatory Compliance. The project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code.
Assembly Bill 1109	The Lighting Efficiency and Toxics	No Conflict. According to the California Energy

Sector / Source	Category / Description	Project Consistency Analysis
	Reduction Act (AB 1109) prohibits manufacturing-specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	Commission, energy savings from AB 1109 are achieved through codes and standards. Energy savings from AB 1109 are calculated as part of codes and standards savings.[4] The project would incorporate energy-efficient lighting. As discussed above, the project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code.
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	Mandatory Compliance. The project construction plans must demonstrate that energy-efficiency appliances, including bathroom exhaust fans, and equipment would meet the applicable energy standards in the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code.
	HVAC systems will be designed to meet ASHRAE standards.	Mandatory Compliance. The project construction plans must demonstrate that energy-efficiency appliances and equipment would meet the applicable energy standards in ASHRAE 90.1-2013 Appendix G, the 2019 Title 24 Building Energy Efficiency Standards, and CALGreen Code.
	New construction shall facilitate future installation and use of EV chargers. Each dwelling unit shall install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. Where common use parking is provided, at least one EV space shall be located in the common use parking area and shall be available for use by all residents.	Mandatory Compliance. The project construction plans must demonstrate that each dwelling unit would install necessary circuit for EV chargers in compliance with CALGreen Section 4.106.4.1. In addition, EV spaces would be provided in the common use parking area in compliance with CALGreen Section 4.106.4.2.1.
	Requires use of low VOC coatings consistent with SCAQMD Rule 1168.	Consistent. The project would be consistent with this regulation and would meet the low VOC coating requirements.
Senate Bill 1368, CCR Title 20, Cap-and-Trade Program	The Cap-and-Trade Program places an economy-wide "cap" on major sources of greenhouse gas emissions (e.g., refineries, power plants, industrial facilities and transportation fuels) and minimizes the compliance costs of achieving AB 32 goals. Electricity generators and large industrial facilities emitting 25,000 $MTCO_2e$ or more annually are subject	Not Applicable. As shown in Table 8, the project would generate approximately 2,100.72 $MTCO_2e$/yr, which is below the 25,000 $MTCO_2e$/yr Cap-and-Trade screening level. As such, the proposed project would not be subject to the requirements of the Cap-and-Trade Program.

[37] The Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

Sector / Source	Category / Description	Project Consistency Analysis
	to the Cap-and-Trade Program. Each year the cap is lowered by approximately 3 percent, ensuring that California is reducing GHGs.	
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	Consistent. The project would be consistent with this strategy by supporting the use of EVs. The project would designate at least one parking space for EVs in the common use parking area in compliance with CALGreen Section 4.106.4.2.1. In addition, the project would be required to install necessary circuit for EV chargers in each dwelling unit in compliance with CALGreen Section 4.106.4.1.
Assembly Bill 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	Not Applicable. These regulations apply to automobile manufacturers, not individual land uses. Mobile emissions associated with the project in Table 8 reflect compliance with this regulation. GHG emissions related to vehicular travel by the project would benefit from this regulation because vehicle trips associated with the project would be affected by AB 1493. Mobile source emissions generated by the project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32.
Low Carbon Fuel Standard (Executive Order S-01-07)	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels. This executive order establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.	Not Applicable. The LCFS applies to manufacturers of automotive fuels, not to individual land uses. Mobile emissions associated with the project in Table 8 reflect compliance with this regulation. GHG emissions related to vehicular travel by the project would benefit from this regulation and mobile source emissions generated by the project would be reduced with implementation of the LCFS consistent with reduction of GHG emissions under AB 32.
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the low-emission vehicle regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the zero-emission vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years.	Consistent. The standards would apply to manufacturers of vehicles used by residences associated with the project. The project would designate at least one parking space for EVs in the common use parking area in compliance with CALGreen Section 4.106.4.2.1. In addition, the project would be required to install necessary circuit for EV chargers in each dwelling unit in compliance with CALGreen Section 4.106.4.1.

Sector / Source	Category / Description	Project Consistency Analysis
Senate Bill 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	Consistent. The project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The project would be in close proximity to off-site facilities in Fontana including schools, parks, retails, and restaurants. The project would also have access to modes of transportation that provide options for reducing reliance on automobiles and minimizing associated air pollutant emissions. As the project would comply with the 2016–2040 RTP/SCS, the project would be consistent with SB 375.
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and nonresidential uses.	Mandatory Compliance. See discussion under 2019 Title 24 Building Standards Code and CALGreen Code above.
Senate Bill X7-7	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	Consistent. See discussion under 2019 Title 24 Building Standards Code and CALGreen Code.
Solid Waste		
California Integrated Waste Management Act of 1989 and Assembly Bill 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75 percent disposal reduction by the year 2020.	Not Applicable. These regulations apply to municipal agencies who are responsible for reducing landfill disposal of solid wastes collected in their jurisdictions. GHG emissions related to solid waste generation from the project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation provided in Table 8 includes a 50 percent reduction in solid waste generation source emissions.

Notes:

1. California Air Resources Board, *California's 2017 Climate Change Scoping Plan, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources*, November 2017.
2. California Energy Commission, *2018 Power Content Label Southern California Edison*, https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf, accessed March 30, 2020.
3. Southern California Edison, *The Clean Power and Electrification Pathway*, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed March 30, 2020.
4. California Energy Commission, *2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I*, August 15, 2013.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017.

City of Fontana General Plan Update

The General Plan Sustainability and Resilience Element (Chapter 12) identifies goals and policies to pursue sustainability and resilience by making resource-efficient choices to conserve water, energy, and materials, improve air quality, and adjust to changing conditions. Implementation of this element would contribute to a reduction in the City's overall GHG emissions. ***Table 10, Project Consistency with Applicable Goals and Policies of the City of Fontana General Plan*** compares the proposed project to applicable policies from the General Plan.

Table 10: Project Consistency with the Sustainability and Resilience Strategies Element

Goal/Policy	Project Consistency
Goal 3: Renewable sources of energy, including solar and wind, and other energy-conservation strategies are available to city households and businesses. Policy: Promote renewable energy programs for government, Fontana businesses, and Fontana residences.	Consistent. The project would comply with 2019 Title 24 Building Energy Efficiency Standards, which require solar photovoltaic systems for new homes and would be 53 percent more energy efficient than the 2016 standards.
Goal 5: Green building techniques are used in new development and retrofits. Policy: Promote green building through guidelines, awards and nonfinancial incentives.	Consistent. The project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code. Refer to Table 9 consistency with the AB 32 and the Scoping Plan.
Goal 6: Fontana is a leader energy-efficient development and retrofits. Policy: Promote energy-efficient development in Fontana. Policy: Meet or exceed state goals for energy-efficient new construction.	Consistent. The project would meet the 2019 Title 24 Building Energy Efficiency Standards and the applicable requirements of the CALGreen Code. Refer to Table 9 consistency with the AB 32 and the Scoping Plan.
Goal 7: Conservation of water resources with best practices such as drought-tolerant plant species, recycled water, greywater systems, has become a way of life in Fontana. Policy: Continue to promote and implement best practices to conserve water.	Consistent. The project would meet the water efficiency requirements in the 2019 Title 24 Building Energy Efficiency Standards and the CALGreen Code. Refer to Table 9 consistency with the AB 32 and the Scoping Plan.

Source: City of Fontana, *General Plan Update 2015-2035, Sustainability and Resilience (Chapter 12)*, 2018, https://www.fontana.org/DocumentCenter/View/26751/Chapter-12---Sustainability-and-Resilience.

Conclusion

In summary, the project's location and land use characteristics render it consistent with statewide and regional climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction actions/strategies outlined in the General Plan and Scoping Plan. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Therefore, impacts with regard to climate change would be less than significant.

IX. Hazards and Hazardous Materials

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

The analysis and findings throughout this section are based on the *Phase I Environmental Site Assessment* prepared by Leighton and Associates, Inc. (February 28, 2019) and the *Phase II*

Environmental Site Assessment prepared by Leighton and Associates, Inc. (March 12, 2019). The documents are provided as Appendix I and Appendix J of this IS/MND, respectively.

Discussion

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

Less Than Significant Impact. The project proposes the construction of 107 multi-family detached homes and associated infrastructure. Due to the nature of the proposed use, the project would increase the transport, use, and disposal of small quantities of various hazardous and potentially hazardous materials such as gasoline, diesel fuel, petroleum-based products, degreasers, solvents, fertilizers, herbicides, and pesticides; these substances may also be used for routine maintenance and landscaping during operation. The transport, use, and disposal of these and other similar hazardous and potentially hazardous materials is controlled by federal and state regulations. As such, the project would not result in the transport, use, or disposal, of these material in volumes or quantities that could pose a hazard to the public or the environment. Therefore, impacts associated with the transport and use of potentially hazardous materials are considered 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. Project construction would involve limited use of toxic or hazardous substances that are typical for construction-related activities (e.g., oil, fuel for vehicles and construction equipment, hydraulic fluids, solvents). There is a possibility of accidental release of these substances. Such incidents are expected to involve small volumes and low concentrations and the contractor is required to employ standard cleanup and safety procedures to minimize the potential for public exposure from accidental releases of such substances into the environment.

Additionally, the project site was formerly used for agricultural purposes. As established by both the Phase I and Phase II ESA for the project (see Appendices I and J), while there are hazardous materials located on the project site (e.g., DDT and arsenic), the concentrations of these materials are below federal and state thresholds and, as such, no remediation of the soil is required. A detailed discussion of the contaminants and their respective thresholds can be found in Table 1 of Appendix J and discussed on pages 2-3 of Appendix J. Because contaminants on-site are below federal and state thresholds, any ground disturbances during construction, such as grading, will not result in the release of hazardous materials into the environment.

During project operations, limited amounts of toxic or hazardous substances are also expected to be used for routine maintenance that are typical of residential land uses (e.g., paints, cleaning supplies, fuel, pesticides and herbicides for landscaping); however, the use of substantial amounts of such substances are not anticipated. The level of risk associated with the accidental release of any such hazardous substances is not considered significant due to the anticipated

small volume and/or low concentration of hazardous materials. Use of these substances is expected to be in compliance with applicable federal, state, and local regulations pertaining to the handling, storage, and disposal of toxic and/or hazardous substances to protect human health and safety and to maintain a low risk of exposure to the general public relative to accidental releases of such substances. Impacts are anticipated to be less than significant.

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 nearest school, Cecilia Lucero Solorio Elementary School, is located approximately 0.3 miles southeast of the project site. However, construction activities and the proposed residential operation of the site are not anticipated to involve the handling of hazardous materials or hazardous emissions. This precludes the possibility of creating a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions. No impact would occur.

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

No Impact. The project site is not included on a hazardous site list compiled pursuant to California Government Code section 65962.5.[38] Further information from the Cortese List is discussed in the Phase I ESA, available in Appendix I of this IS/MND, and states that the nearest locations with the potential to be included on the Cortese list are 1,600 feet southwest of the project (High School #9) and 2,300 feet southeast of the project (Highland Avenue Auxiliary Field). Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the project site, Ontario International Airport, is located approximately 7.5 miles to the southwest. However, the project site is not within the airport influence area. The project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in a substantial safety risk. Implementation of the proposed project would not introduce a safety hazard associated with airport operations. Therefore, no impacts would occur.

38 California Environmental Protection Agency, Cortese List Data Resources, http://www.calepa.ca.gov/sitecleanup/corteselist, accessed January 29, 2020.

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

Less Than Significant Impact. As discussed under Impact **VII.a)iii)**, the City has adopted a LHMP in order to prepare for emergency evacuations and respond to all types of hazards. The project is located on South Highland Avenue between San Sevaine Road and Hemlock Avenue.

During project construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. Additionally, the project is designed with a gated ingress/egress point on South Highland Avenue and emergency vehicle access on the southeastern side of the project onto Hemlock Avenue. The project does not include any land uses or off-site improvements that would impair implementation or physically interfere with the adopted emergency response plan. Therefore, a less than significant impact would occur.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The California Department of Forestry and Fire Protection developed Fire Hazard Severity Zones for both State Responsibility Areas and Local Responsibility Areas. The project site is located in a Local Responsibility Area. The project site is located in an area determined by the Fontana LHMP as Non-Wildland/Non-Urban.[39] Property directly to the west is vacant and undeveloped with the property to the north being a small drainage culvert and a hillside slope upward to I-210. Although both locations have a greater potential for wildfire risk due to the vegetation present, the project would not expose people or structures to a significant risk from wildland fires. The project site is not located in a very high fire hazard severity zone.[40] While there is vegetation currently present on the project site, it is limited. Furthermore, the project would include required fire suppression design features (e.g., fire-resistant building materials, smoke detection and fire alarm systems, and fuel modification/brush clearance) identified in the California Building Code. Therefore, a less than significant impact would occur.

39 Fontana, Local Hazard Mitigation Plan, Figure 4-6.
40 Fontana, Local Hazard Mitigation Plan, Figure 4-6.

X. Hydrology and Water Quality

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

The analysis and findings throughout this section are based on the *Preliminary Drainage Report* prepared by Allard Engineering (July 30, 2019), provided as Appendix K of this IS/MND, and the *Preliminary Water Quality Management Plan* prepared by Allard Engineering (2019), provided as Appendix L of this IS/MND.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The California Porter-Cologne Water Quality Control Act (Section 13000 et seq. of the California Water Code) and the federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act) require comprehensive water quality control plans to be developed for all waters within the State of California. The project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board. Impacts related to water quality would fall under two general categories: short-term construction-related impacts and long-term operational impacts.

Short-Term Construction Impacts

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

To minimize water quality impacts during construction, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage, the project applicant is required to submit a Notice of Intent prior to construction activities and develop and implement an SWPPP and monitoring plan.

The SWPPP identifies erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violations to any water quality standards or waste discharge requirements.

Long-Term Operational Impacts

The project would result in an increase of impervious surfaces which would increase stormwater runoff; however, this runoff would be captured and conveyed to the storm drain system through a curb/gutter. The project would be required to implement a Water Quality Management Plan

(WQMP), pursuant to the requirements of the City's NPDES permit. The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including a contained, on-site wastewater treatment plant) and programmatic controls to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the project does not violate any water quality standards or waste discharge requirements during long-term operation.

The WQMP would identify structural and programmatic controls, as well as BMPs to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged. Mandatory compliance with the WQMP BMPs would ensure that the project does not violate water quality standards or waste discharge requirements during long-term operation. Therefore, water quality impacts associated with long-term operation of the project would be less than significant and no mitigation is required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Water for the project would be provided by Fontana Water Company (FWC). FWC provides water to approximately 52 square miles which includes the majority of the City as well as parts of the Cities of Rialto and Rancho Cucamonga in addition to unincorporated areas of San Bernardino County.[41] FWC's water supply sources include groundwater, local surface water, and imported surface water.[42] Therefore, a portion of the project's water supplies would include groundwater supplies.

The project's construction-related activities are not anticipated to have a significant impact on groundwater supplies because these impacts are short term and do not consist of water-intensive activities that could, ultimately, draw down supplies of groundwater. FWC would have sufficient water supply to meet existing and projected demands, which includes the project's operational water demand.[43] Therefore, the project would not have a significant impact on groundwater supply.

The project site is underlain by the Chino Basin, which is fully adjudicated and managed by the Chino Basin Watermaster. Stormwater capture and infiltration occurs at 18 recharge basins in the Chino Basin.[44] The project would not interfere with groundwater recharge activities associated with these facilities such that there would be a net deficit in aquifer volume or a

41 San Gabriel Valley Water Company, Fontana Water Company Division, 2015 Urban Water Management Plan, Figure 3-1, 2017.
42 San Gabriel Valley Water Company, Urban Water Management Plan.
43 San Gabriel Valley Water Company, Urban Water Management Plan.
44 Chino Basin Watermaster, Optimum Basin Management Program, Staff Status Report 2019-1: January to June 2019, 2019.

lowering of the local groundwater table, as the project is not located in one of the Chino Basin's 18 groundwater recharge areas.[45]

A WQMP was prepared for the project and identifies the major proposed site design and low-impact development (LID) BMPs and other anticipated water quality features that impact site planning. The WQMP specifically identifies all BMPs incorporated into the final site design and establishes targets for post-development hydrology based on performance criteria specified in the MS4 permit. These targets include runoff volume for water quality control (referred to as LID design capture volume) and runoff volume, time of concentration, and peak runoff for protection of any downstream water body segments with hydrologic conditions of concern. Stormwater would be collected from impervious areas and directed to the infiltration basin for both stormwater filtration and recharge opportunities. Thus, the reduction in permeable surfaces which would occur as a result of project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. There are no natural drainage courses located on-site and the site is relatively flat. Because the proposed project would involve the exposure of large areas of soil during project construction, the appropriate soil erosion and control techniques would be employed in conformance to the Construction BMP Handbook[46].

The proposed project would include the development of a storm drainage system consistent with City requirements and California Storm Water Quality Association (CASQA) New Development BMP Handbook SD-13 to convey stormwater runoff to the mainline storm drain system, a 36-inch storm drain pipe in San Sevaine Avenue. Stormwater management practices as required under Fontana Municipal Code, Section 28-111.e.5 would further reduce any impacts to a less than significant level. In addition, the proposed on-site detention/infiltration basin would limit the release of stormwater from the site, thereby minimizing the potential for flooding to occur on-site or off-site. Due to the site's storm drain system design and the implementation of the BMPs, impacts would be less than significant.

45 Chino Basin Watermaster, 2017 Maximum Benefit Annual Report, Figure 2-4: Chino Basin Recharge Basins, 2017.

46 California Stormwater Quality Association (CASQA) develops and publishes four Best Management Practices (BMP) Handbooks including the Construction BMP Handbook, which is considered the industry standard in construction BMPs for stormwater quality. https://www.casqa.org/resources/bmp-handbooks

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

Less Than Significant Impact. The project site does not include any streams or rivers which could be altered by the proposed project. In addition, the proposed on-site detention/infiltration basin would limit the release of stormwater from the site, thereby minimizing the potential for flooding to occur on-site or off-site. Therefore, impacts would be less than significant.

c)iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff 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 site does not include any streams or rivers, which could be altered by the project. Additionally, on-site stormwater runoff associated with the project would be minimized, treated, and/or directed as required by state and local laws and regulations, which includes the required adherence to a SWPPP and WQMP. As discussed above under **Impact X.a)**, the project would not be a substantial source of polluted runoff. Therefore, a less than significant impact would occur.

c)iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Less Than Significant Impact. The project site is relatively flat. The proposed project would include the development of a storm drainage system consistent with City requirements to convey stormwater runoff to the mainline storm drain system. Stormwater management practices as required under Fontana Municipal Code, Section 28-111.e.5 would further reduce any impacts to a less than significant level. In addition, the proposed on-site catch basin would limit the release of stormwater from the site, thereby minimizing the potential for impediment or redirect flood flows. Therefore, impacts would be less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is located approximately 44 miles inland from the Pacific Ocean. Given the distance from the coast, the potential for the project site to be inundated by a tsunami is negligible. No steep slopes are located in the project vicinity; therefore, the risk of mudflow is also negligible. In addition, the project is not located within a flood hazard area as identified by

the Federal Emergency Management Agency.[47] Therefore, no impacts associated with the risk of pollutant release due to inundation are anticipated to occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. No potable groundwater wells are proposed as part of the project. The proposed project would be served with potable water by the FWC. Domestic water from this service provider is supplied via the groundwater from multiple sources. This includes the Chino Groundwater Basin, the Rialto Groundwater Basin, the Lytle Groundwater Basin, and the No Man's Land Groundwater Basin. These sources provide the City with most of its water needs, with room for expansion. As well, all municipal water entities that exceed their safe yield incur a groundwater replenishment ligation, which is used to recharge the groundwater basin with State Water Project. Thus, the project's demand for domestic water service would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Although the project would result in additional impervious surfaces on-site, the project would comply with all state and local laws and regulations concerning stormwater and stormwater runoff. Accordingly, the proposed project would not significantly impact local groundwater recharge. Impacts would be less than significant.

XI. Land Use and Planning

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

Discussion

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

47 Fontana, *Local Hazard Mitigation Plan*.

The proposed project consists of the construction of a gated community with 107 multi-family detached residential units and associated infrastructure and improvements including private roads, sidewalks, landscaping, utilities, infiltration basins/drainage facilities, and parking. The project site is surrounded by SR-210, existing residences, a church facility, and vacant land. South Highland Avenue runs along the southern boundary of the project site.

The proposed project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. In addition, the proposed project is consistent with the surrounding land uses and would not divide an established community. Therefore, no impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As discussed above, the proposed project seeks to develop 107 multi-family detached residential units on the project site. In order to develop the site as a residential community, the project would require the approval of the following:

- General Plan Amendment No. 19-006. The project must submit a proposal to change the General Plan land use designation from General Commercial (C-G) to Medium-Density Residential (R-M).
- Zone Change No. 19-004. The project must submit a proposal to change the zoning designation from General Commercial (C-2) to Medium-Density Residential (R-2).
- Tentative Parcel Map No. 20153 (19-019) is a request to realign the two (2) existing parcels, totaling 11.06 gross acres, to separate the forty-six alley loaded units for Parcel No. 1 of approximately 5.6 gross acres from the sixty-one units for the cluster development Parcel No. 2, of approximately 5.4 gross acres.
- Tentative Tract Map No. 20297 (19-011) is a request to identify the open space and dictate the space for maintenance purposes. This map will be used to identify the entity that will be required to maintain these areas.
- Tentative Tract Map No. 20349 is a request to identify the open space and dictate the space for maintenance purposes. This map will be used to identify the entity that will be required to maintain these areas.
- Conditional Use Permit No. 19-037. The project will require the approval of a conditional use permit to develop this project as a Planned Unit Development (PUD). The PUD is a regulatory process that permits a developer to meet overall community density and land use goals without being bound by existing zoning requirements. This is a special type of floating overlay district which generally does not appear on the municipal zoning map until a designation is requested.
- Design Review No. 19-031. The project is required to submit plans to the City to determine that the project meets the City's design guidelines.

The proposed residential development is consistent with the proposed General Plan Amendment and Zone Change with approval by the City Council. Furthermore, the project-level review of the project includes a site design review to ensure compliance with site-specific development standards, as outlined in the Fontana Municipal Code and other applicable ordinances. Following the approval of the above actions, the proposed project would not conflict with any land use plan, policy or regulation, and a less than significant impact would occur.

XII. Mineral Resources

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

Discussion

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?

Less Than Significant Impact. According to the General Plan Conservation, Open Space, Parks and Trails Element (Chapter 7), the most significant mineral resources in the City are sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills.[48] The California Department of Conservation identified the project area as Mineral Resource Zone 2 (MRZ-2), which indicates the presence of significant mineral deposits (i.e., the sand and gravel).[49] No known deposits of precious gemstones, ores, or unique or rare minerals have been identified within the city limits. Historical uses of the project site have not included mineral extraction, nor does the project site currently support mineral extraction. In addition, the project does not propose any mineral extraction activities. The project proposes land use changes to support the subsequent construction of a residential community with no planned mining operations. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, and a less than significant impact would occur.

48 Fontana, *General Plan Update, Conservation, Open Space, Parks and Trails* (Chapter 7).
49 California Department of Conservation, "Updated Mineral Land Classification Map for Portland Cement Concrete-Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties," 2008, Special Report 206 Plate 1.

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?

Less Than Significant Impact. The project site has not been identified as a locally important mineral resource recovery site in the General Plan.[50] Furthermore, there are no mineral resource recovery sites on or near the project area.[51] Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and a less than significant impact would occur.

XIII. Noise

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

The analysis and findings throughout this section are based on the *Noise Technical Memorandum* prepared by Michael Baker International (April 23, 2020), provided as Appendix M of this IS/MND.

<u>Fundamentals of Sound and Environmental Noise</u>

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar

50 Fontana, *General Plan Update, Conservation, Open Space, Parks and Trails* (Chapter 7) and Land Use, Zoning, and Urban Design (Chapter 15).
51 County of San Bernardino, *County Wide Plan Draft Environmental Impact Report*, Figures 5-11.3 and 5-11.5, 2019.

to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are several metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period is often evaluated based on the day-night sound level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10 dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Fundamentals of Environmental Groundborne Vibration

Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and

construction activities such as earth-moving, which requires the use of heavy-duty equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second is used to evaluate construction-generated vibration for building damage and human complaints.

Discussion

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

Less Than Significant Impact. The City's General Plan Noise and Safety Element (Chapter 11) contains the City's policies on noise. The element includes a comprehensive program to limit the exposure of the community to excessive noise levels. The element establishes guidelines for controlling both construction and operational noise in the City. For operational noise standards, the City identifies noise-sensitive land uses and noise sources with the intent of separating these uses. Noise-sensitive land uses are those that may be subject to stress and/or interference from excessive noise. Noise-sensitive land uses include public schools, hospitals, and institutional uses such as churches, museums, and private schools. Typically, residential uses are also considered noise-sensitive receptors. Industrial and commercial land uses are generally not considered sensitive to noise.

Construction Noise Impacts

Temporary increases in ambient noise levels as a result of the project would predominantly be associated with construction activities. Project construction would occur over approximately 14 months, beginning in March 2021. Construction of the project would include the following phases: site preparation, grading, building construction, paving, and architectural coating. It is anticipated that the project would be completed and operational by April 2022. Typical noise levels generated by construction equipment are shown in ***Table 11, Maximum Noise Levels Generated by Construction Equipment***.

As shown in ***Table 11***, typical construction-generated maximum noise levels would range from 77 dBA to 90 dBA at a distance of 50 feet. It should be noted that the noise levels identified in ***Table 11*** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction would occur across the entire project site and would not be localized to this sensitive receptor distance. The City's Noise Ordinance does not have specific construction noise limits. In addition, all construction activities would comply with the Fontana Municipal Code which limits construction to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, except in cases of emergency. Therefore, noise impact from short-term construction activities would be less than significant following compliance with the City's allowable construction hours.

Table 11: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	Lmax at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:

1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006.

Long-Term Operational Noise Impacts

Off-Site Mobile Noise

The project would result in additional traffic on adjacent roadways from daily activities, thereby increasing vehicular noise in the vicinity of existing and proposed land uses.

Daily Activities

Based on the Traffic Impact Analysis prepared for the project, typical daily activities are forecasted to generate 1,010 average daily trips, including 80 trips during the a.m. peak hour and 106 trips during the p.m. peak hour. The "Horizon Year Without Project" and "Horizon Year With Project" scenarios are compared in ***Table 12, Future Traffic Noise Levels***. As depicted in ***Table 12***, under the "Horizon Year Without Project" scenario, noise levels at 100 feet from roadway centerline would range from approximately 46.2 dBA to 65.5 dBA, with the highest noise levels occurring along Beech Avenue, to the south of South Highland Avenue. The "Horizon Year With Project" scenario noise levels at 100 feet from roadway centerline would also range from approximately 46.2 dBA to 65.5 dBA, with the highest noise levels occurring along Beech Avenue, to the south of South Highland Avenue.

Table 12: Future Traffic Noise Levels

Roadway Segment	Horizon Year Without Project					Horizon Year With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
San Sevaine Road											
North of South Highland Avenue	7.800	59.1	87	40	-	7,900	59.1	88	41	-	0.0
South of South Highland Avenue	5,900	57.9	72	34	-	6,100	58.0	74	34	-	0.1
South Highland Avenue											
West of San Sevaine Road	10,900	61.9	133	62	-	11,100	61.9	135	62	-	0.0
San Sevaine Road to South highland Driveway	14,500	63.1	161	75	-	15,000	63.2	164	76	-	0.1
South Highland Driveway to Hemlock Avenue	11,000	61.9	134	62	-	11,500	62.1	138	64	-	0.2
Hemlock Avenue to Posh Lane	12,900	62.6	149	69	-	13,400	62.7	153	71	-	0.1
Posh Lane to Beech Avenue	12,900	62.6	149	69	-	13,400	62.7	153	71	-	0.1
East of Beech Avenue	14,300	63.0	159	74	-	14,500	63.1	161	75	-	0.1
Hemlock Avenue											
North of South Highland Avenue	400	46.2	-	-	-	400	46.2	-	-	-	0.0

Roadway Segment	Horizon Year Without Project					Horizon Year With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
South of South Highland Avenue	4,400	56.6	59	-	-	4,400	56.6	59	-	-	0.0
Beech Avenue											
North of South Highland Avenue	22,900	63.8	180	83	-	23,000	63.8	180	84	-	0.0
South of South Highland Avenue	33,600	65.5	232	108	50	33,800	65.5	223	108	50	0.0

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Noise modeling is based on traffic data in Urban Crossroads' *Highland Residential (MC No. 19-096) Focused Traffic Impact Analysis*, dated March 10, 2020.

Table 12 also shows the difference between the "Horizon Year Without Project" scenario and the "Horizon Year With Project" scenario. As shown, traffic associated with the proposed project would result in a maximum increase of 0.2 dBA along South Highland Avenue, from the existing South Highland Driveway to Hemlock Avenue. A significant impact would result only if both of the following occur: an exceedance of the City's residential exterior noise standards (i.e., 65 dBA CNEL) and a perceptible increase in traffic noise levels (i.e., noise increase would be greater than 3.0 dBA).

As shown in ***Table 12***, daily traffic levels with the project would not cause a perceptible increase in traffic noise levels (i.e., noise increase would be greater than 3.0 dBA) along any of the surrounding roads. The only segment that would exceed the City's residential exterior noise standard of 65 dBA CNEL under the "Horizon Year With Project" scenario is the Beech Avenue segment. However, this segment would also exceed the City's residential exterior noise standards under the "Horizon Year Without Project" scenario and would not result in an imperceptible increase in traffic noise (i.e., less than 3.0 dBA). As the project would not cause an exceedance of the City's residential exterior noise standards in combination with a perceptible increase in traffic noise levels, the project would not significantly increase noise levels along the roadway segments analyzed. Therefore, a less than significant impact would occur.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to "existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by cumulative projects. The following criteria have been utilized to evaluate the combined effect of cumulative noise increase:

- *Combined Effect*. The cumulative with project noise level ("Cumulative (2024) With Project") would cause a significant cumulative impact if a 3.0 dBA increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed project in combination with other related projects, it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project.

The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- *Incremental Effects*. The "Cumulative (2024) With Project" causes a 1.0 dBA increase in noise above the "Cumulative (2024) Without Project" noise level.

A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been

exceeded. Noise, by definition, is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the site vicinity would contribute to cumulative noise impacts. ***Table 13, Cumulative Traffic Noise***, lists the traffic noise effects along roadway segments in the project vicinity for "Existing," "Cumulative (2024) Without Project," and "Cumulative (2024) With Project" conditions, including incremental and net cumulative impacts.

As indicated in ***Table 13***, the "Combined Effects" criterion of 3.0 dBA and "Incremental Effects" criterion of 1.0 dBA is not exceeded along any of the study area roadways. Therefore, the proposed project would result in less than significant impacts in this regard.

Table 13: Cumulative Traffic Noise

Roadway Segment	dBA @ 100 Feet from Roadway Centerline			Combined Effects	Incremental Effects	Cumulatively Significant Impact?[1]
	Existing	Cumulative (2023) without Project	Cumulative (2023) with Project	Difference in dBA Between Cumulative With Project and Existing	Difference in dBA Between Cumulative With Project and Cumulative Without Project	
San Sevaine Road						
North of South Highland Avenue	56.0	56.2	56.2	0.2	0.0	No
South of South Highland Avenue	56.5	56.7	56.7	0.2	0.0	No
South Highland Avenue						
West of San Sevaine Road	59.2	61.0	61.0	1.8	0.0	No
San Sevaine Road to South highland Driveway	59.5	61.2	61.2	1.7	0.0	No
South Highland Driveway to Hemlock Avenue	59.5	61.2	61.2	1.7	0.0	No
Hemlock Avenue to Posh Lane	59.9	62.0	62.0	2.1	0.0	No
Posh Lane to Beech Avenue	59.9	62.0	62.0	2.1	0.0	No
East of Beech Avenue	60.4	61.3	61.3	0.9	0.0	No

Roadway Segment	dBA @ 100 Feet from Roadway Centerline			Combined Effects	Incremental Effects	Cumulatively Significant Impact?[1]
	Existing	Cumulative (2023) without Project	Cumulative (2023) with Project	Difference in dBA Between Cumulative With Project and Existing	Difference in dBA Between Cumulative With Project and Cumulative Without Project	
Hemlock Avenue						
North of South Highland Avenue	44.9	46.2	46.2	1.3	0.0	No
South of South Highland Avenue	53.2	53.2	53.2	0.0	0.0	No
Beech Avenue						
North of South Highland Avenue	60.6	61.2	61.2	0.6	0.0	No
South of South Highland Avenue	60.3	61.0	61.0	0.7	0.0	No

Notes:

1. A cumulative impact would occur if the "Combined Effects" and "Incremental Effects" criterion are exceeded and the modeled noise level exceeds the City's exterior noise standard shown in Table 4 of Appendix M.

Source: Noise modeling is based on traffic data within Urban Crossroads' *Highland Residential (MC No. 19-096) Focused Traffic Impact Analysis*, dated March 10, 2020.

Stationary Noise

As stated above, the project community would be gate guarded and would construct on-site recreational facilities, including a community pool and clubhouse, tot lot, dog park, and exercise area. The 107 multi-family detached dwelling units would be two stories ranging in size from 1,400 square feet to 2,200 square feet with two-car attached garages. Stationary noise sources associated with the project would include the operation of mechanical equipment, parking lot activities, and garbage trucks.

Mechanical Equipment Noise

Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof of the proposed recreational facilities building. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source.[52] The closest distance between on-site HVAC units and the nearest sensitive receptor (a mosque) would be approximately 25 feet. At this distance, HVAC noise levels would approximately 61 dBA, assuming no attenuation from intervening structures, walls, sound

52 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.

propagation, etc. Therefore, HVAC noise levels would not exceed the City's exterior noise standards of 65 dBA CNEL. A less than significant impact would occur.

Garbage Trucks

The project would involve occasional trash/recycling pickups from slow-moving garbage trucks. Trash/recycling pickup would occur throughout the site. Low-speed truck noise results from a combination of engine, exhaust, and tire noise as well as the intermittent sounds of backup alarms and releases of compressed air associated with truck air brakes. However, trash/recycling truck operations would be short term and irregular and are considered part of standard operations in the area (i.e., existing trash/recycling collection activities at adjacent uses). Therefore, trash/recycling pickups would not introduce a new intrusive noise source compared to existing conditions. As such, a less than significant impact would occur.

Parking Lots

The project proposes residential parking spaces with a minimum of two enclosed garage spaces per unit for a total of approximately 245 spaces. There would also be an additional 91 outdoor parking spaces with 16 additional private driveway spaces. In total, the site would provide approximately 352 parking spaces.

Traffic associated with residential parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the day-night average sound level (DNL) (or L_{dn}) scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking activities are presented in ***Table 14, Maximum Noise Levels Generated by Parking Lots***.

Table 14: Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}

Notes: dBA = A-weighted Decibels; L_{eq} = Equivalent Sound Level
Source: Kariel, H. G., "Noise in Rural Recreational Environments," *Canadian Acoustics* 19(5), 3-10, 1991.

As shown in ***Table 14***, parking lot activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noises are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in ***Table 14***. The nearest sensitive receptor (a mosque to the east) is approximately 80 feet to the north of

the proposed parking spaces on the southeastern portion of the project site, near the dog parks. At this distance, parking lot noise would vary from 49 to 57 dBA, which would be below the City's exterior noise standard of 65 dBA CNEL. Therefore, impacts would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and construction equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, buildings that are constructed with typical timber frames and masonry show that a vibration level of up to 0.2 inch-per-second PPV is considered safe and would not result in any construction vibration damage.[53] This evaluation uses the Federal Transit Administration (FTA) architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second PPV and human annoyance criterion of 0.1 inch-per-second PPV in accordance with California Department of Transportation guidance.[54] The FTA has published standard vibration velocities for construction equipment operations. Typical vibration produced by construction equipment is detailed in ***Table 15, Typical Vibration Levels for Construction Equipment***.

Groundborne vibration decreases rapidly with distance. The nearest structure is located approximately 45 feet east of the proposed construction area (eastern portion of the site). As indicated in ***Table 15***, vibration velocities from typical heavy construction equipment used during project construction would range from 0.0012 (a small bulldozer) to 0.0870 (vibratory roller) inch-per-second PPV at 45 feet from the source of activity, which would not exceed the FTA's 0.2 inch-per-second PPV threshold. This portion of this site would not require vibratory rollers. Furthermore, construction vibration would not cause excessive human annoyance as the highest groundborne vibration at nearest sensitive receptors (i.e., 0.0870 inch-per-second PPV) would

53 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
54 California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 20, September 2013.

not exceed the 0.1 inch-per-second PPV human annoyance criteria. Therefore, proposed construction activities associated with the project would not expose sensitive receptors to excessive groundborne vibration levels. Vibration impacts associated with construction would be less than significant.

Table 15: Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)[1]	Approximate peak particle velocity at 45 feet (inches/second)[1]
Large bulldozer	0.089	0.0369
Loaded trucks	0.076	0.0315
Small bulldozer	0.003	0.0012
Jackhammer	0.035	0.0145
Vibratory Rollers	0.210	0.0870

Notes:

1. Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual.*

D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-4 Vibration Source Levels for Construction Equipment, September 2018.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the project site is Ontario International Airport, located approximately 7.87 miles to the southwest of the site. The site is not located within the Ontario International Airport influence area where aircraft noise levels are a concern.[55] In addition, there are no private airstrips within the vicinity of the project site. Therefore, the project would not expose people residing or working in the area to excessive noise levels. No impacts would occur.

55 City of Ontario, *RLA/Ontario International Airport Land Use Compatibility Plan*, adopted April 19, 2011.

XIV. Population and Housing

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

Discussion

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

Less Than Significant Impact. Under the existing General Plan, the project site has a land use designation of General Commercial and a zoning designation of General Commercial. The project proposes both a General Plan Amendment and associated Zone Change. The project proposes a density of 10.47 du/ac which is consistent with Medium-Density Residential (R-2) zoning, which would be the applicable zoning of the site once the Zone Change is approved. The R-2 zoning allows for single-family detached housing up to 7.6 du/ac and single-family attached or multi-family housing up to 12 du/ac. The proposed project would include 107 multi-family detached residential units on a project site of 10.2 acres. The Department of Finance estimates that there are 4.12 persons per household in the City of Fontana.[56] Therefore, the population would increase by approximately 441 persons with the development of the proposed project. The proposed General Plan Amendment would result in unplanned population growth within the project area; however, the estimated 441 persons does not constitute a substantial increase that cannot be supported by existing infrastructure and community services. Furthermore, the site is surrounded by development and would not require the extension of roads or infrastructure. Impacts would be less than significant, and no mitigation is required.

56 California Department of Finance. 2019. Populations and Housing Estimates.

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

No Impact. The proposed 107-unit residential development would be constructed on vacant and unimproved land. No displacement of people or housing would occur; therefore, no impacts would occur in this regard, and no mitigation is required.

XV. Public Services

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
ii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

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

Less Than Significant Impact. Fire protection and emergency response services for the project area are provided by the Fontana Fire Protection District (FFPD), which is part of the San Bernardino County Fire Department. The FFPD currently operates six fire stations. The nearest fire station to the project site is Fire Station No. 78, located at 7110 Citrus Avenue, approximately 1.5 miles southeast.

Implementation of the proposed project would increase the demand for fire protection services in the project vicinity. However, the project would be developed in accordance with applicable

city, county, and state regulations, codes, and policies pertaining to fire hazard reduction and protection. The proposed project would be designed and constructed within California Building Code standards. In addition, to protect the health, safety, and general welfare of the City's populations, the City has established a fire/police protection facilities fee that is charged to all new development within the City's boundaries. Continuous fire access roadways and public hydrants are provided throughout the project site to allow adequate emergency service. The project design features a primary entrance/exit on Highland Avenue and a dedicated emergency vehicle access point at Hemlock Avenue. The facility fees associated with the proposed project would help the City provide fire services at the project site and finance new fire stations and equipment.

In addition, based on the proximity of the project site to existing FFPD facilities and the fact that the project site is already within the FFPD's service area, the proposed project would not affect response times or service ratios, alter or increase the demand for fire protection services, or require the construction of additional fire facilities. Impacts would be less than significant.

a)ii) 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 police protection?

Less Than Significant Impact. Police protection for the project area is provided by the Fontana Police Department (FPD). The FPD operates out of its headquarters located at 17005 Upland Avenue, approximately 3.3 miles southeast of the project site. Similar to fire protection services, the project site is already located within FPD's service area. The population is expected to increase by approximately 441 persons. This would lead to a possible increase in police services to the immediate project site and to the surrounding areas. However, as stated above, the development fees would be partially allocated for police services and new police stations and equipment. Therefore, impacts would be less than significant.

a)iii) 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 schools?

Less Than Significant Impact. The project site is located within the boundaries of both the Etiwanda School District (grades K-8) and the Chaffey Joint Union High School District (grades 9-12). The nearest elementary school to the project site is Cecilia Lucero Solorio Elementary School located at 15172 Walnut Street, approximately 0.3 miles southeast of the site. The nearest middle school to the project site is Heritage Intermediate School, located 13766 S. Heritage Circle, about 1.5 miles southwest of the site. The nearest high school to the project site is Etiwanda High School, located at 13500 Victoria Street in Rancho Cucamonga, 1.8 miles west of the site.

Development of the project would increase the enrollment rate at each of these schools due to the aforementioned approximate population increase of 441 persons. As previously discussed, the project applicant would be required to pay development fees that would be dispersed to the school district to offset any potential impacts. Therefore, impacts would be less than significant.

a)iv) 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 parks?

Less Than Significant Impact. The project includes open lawn areas with an exercise area, one tot lot, one dog park, and one pool recreation area with a clubhouse. This would decrease the impact on the surrounding parks. The closest existing park to the project site is the 9.9-acre Koehler Park, located at 15352 Walnut Avenue, approximately one-half southeast of the project site. Due to the incorporation of the open space and exercise area, tot lot, dog park, and a pool recreation area into the proposed project, impacts on parks would be less than significant.

a)v) 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 other public facilities?

Less Than Significant Impact. Other public facilities in the area such as health care, production, commercial, retail, residential, etc. would not be adversely impacted by the project. As discussed above, the site is currently designated as General Commercial. The project would amend the current commercial land use designation and incorporate the project area into the R-2 zone. Upon approval of the General Plan Amendment and Zone Change, the residential development would be consistent with the local zoning requirements and City Zoning Maps. The project would result in a nominal population increase of approximately 441 persons. As such, project buildout is expected to marginally impact other public facilities. No additional public facilities are required for the project to accommodate the additional residents. An increase in demand for the City's existing facilities would be less than significant and are offset by the payment of Development Impact Fees. Therefore, impacts would be less than significant.

XVI. Recreation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

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?

Less Than Significant Impact. The City has 23 neighborhood parks, 12 community parks, and Martin-Tudor-Jurupa Hills Regional Park, which includes 780 acres of open space. The nearest neighborhood park is Koehler Park, about one-half mile southeast of the project site. The park includes recreational facilities such as ball fields, picnic shelters, restrooms, snack bar, soccer field, tennis courts, basketball, and other playground equipment. The project would include 107 multi-family detached residential units and would increase the population of the immediate area. However, the development would have an exercise area and a tot lot with similar components as Koehler Park. These areas would not be the same size as Koehler Park but would support the developed community. Given all these amenities, a less than significant impact 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?

Less Than Significant Impact. The project includes the development of recreational facilities as described previously and shown in the conceptual site plan. However, the construction of these facilities would not have an adverse physical effect on the environment because they would be developed in accordance with site-specific development standards, as outlined in the Fontana Municipal Code and other applicable ordinances. Therefore, a less than significant impact would occur.

XVII. Transportation

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

The analysis and findings throughout this section are based on the *Focused Traffic Impact Analysis* prepared by Urban Crossroads (March 10, 2020), provided as Appendix N of this IS/MND.

Discussion

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Less Than Significant Impact With Mitigation Incorporated.

Circulation System

Regional access to the project site is provided by I-15 and SR-210, located approximately 0.75 miles to the northwest and directly north of the project site, respectively. Other facilities that provide regional access to the site include I-10, approximately 4.75 miles south, and I-215, approximately 8 miles northeast.

South Highland Avenue, which runs along the southern edge of the project site, is identified as a primary highway. Hemlock Avenue, which runs along the eastern edge of the project site, is identified as a local collector street.[57] There are existing Class II bike lanes along South Highland Avenue and Beech Avenue (which runs north–south at the east edge of the project site) and a proposed Class I bike trail north of I-210. There are existing sidewalks along the southern side of South Highland Avenue and a segment of sidewalk along the western side of Hemlock Avenue.

57 Fontana, *General Plan Update, Community Mobility and Circulation Element* (Chapter 9), Exhibit 9.2: Hierarchy of Streets in Fontana.

Site Circulation

The project site would be served by a future driveway located on South Highland Avenue between San Sevaine Road and Hemlock Avenue. This driveway would be accessed by the westbound approach only and vehicles exiting the driveway would only be allowed to turn right out of the project site. Additionally, an emergency vehicle access will be constructed along Hemlock Avenue.

Project Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's *Trip Generation Manual*, 10th edition (2017). The project is estimated to generate a total of 1,010 trip-ends per day. As shown in ***Table 16***, below, the additional trips created by the project would have a less than significant impact on the level of service (LOS) of all affected intersections, except for the San Sevaine Road and South Highland Avenue intersection, southwest of the project site.

Table 16: Trip Generation

#	Intersection	Traffic Control[2]	Existing (2020)				Existing + Project				Difference in Delay (sec.) AM	Difference in Delay (sec.) PM	Significant Impact?[3]
			Delay[1]		Level of Service		Delay[1]		Level of Service				
			AM	PM	AM	PM	AM	PM	AM	PM			
1	San Sevaine Rd. & S. Highland Ave.	AWS	**39.4**	15.0	**E**	B	**46.6**	15.5	**E**	C	**7.2**	0.5	**Yes**
2	Driveway 1 & S. Highland Ave.	CSS	Future Intersection				10.3	9.2	B	A	--	--	No
3	Hemlock Ave. & S. Highland Ave.[4]	CSS	14.0	11.7	B	B	12.7	11.7	B	B	-1.3	0.0	No
4	Beech Ave. & S. Highland Ave.	TS	20.8	17.8	C	B	21.2	18.1	C	B	0.4	0.3	No

Notes:

Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

Significant near-term impacts have been identified based on each applicable agency's threshold of significance and if the project contributes 50 or more peak hour trips.

The westbound approach is assumed to be restriped with one through and one shared through-right for "With Project" conditions.

Source: Urban Crossroads, Highland Residential (MC No. 19-096) Focused Traffic Impact Analysis (found in Appendix **N** of this IS/MND), 2020

The City of Fontana has established that a significant traffic impact occurs if project traffic increases the average delay at an intersection by more than 10 seconds for LOS A or B, 8 seconds for LOS C, and 2 seconds for LOS E.[58] Intersection 1, at San Sevaine Road and South Highland Avenue, would have an increased a.m. delay of 7.2 seconds. As this intersection is already at LOS E, this delay would be considered a significant impact. No other intersections would have a

58 City of Fontana, *Fontana Traffic Study Guidelines*, 2019.

significant impact due to an increased delay. Implementation of mitigation measure TRA-1 would reduce this impact to a less than significant level.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. CEQA Guidelines Section 15064.3 contains several subdivisions. In brief, these Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Methodologies for evaluating such impacts are already in use for most land use projects, as well as many transit and active transportation projects. Methods for evaluating VMT for roadway capacity projects continue to evolve, however, and so these Guidelines recognize a lead agency's discretion to analyze such projects, provided such analysis is consistent with CEQA and applicable planning requirements. The provisions of this section must be implemented statewide by July 1, 2020. The traffic analysis in this section relies on level of service to characterize impacts, as the City of Fontana has not adopted VMT significance thresholds. Since the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), no impact would occur.

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

No Impact. The design features of the proposed project do not incorporate any hazardous or incompatible features. The internal traffic circulation on the project site would not include sharp turns, and the drive aisles/fire lanes within the project site have been designed to be both efficient and safe for vehicular traffic. Additionally, the project would not be an incompatible use, nor would it be hazardous due to its design. Therefore, no impact would occur.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The project is located on the northwest corner of Hemlock Avenue and South Highland Avenue. Hemlock Avenue is a local collector street while South Highland Avenue is a primary highway, which will be expanded to its ultimate half-section width as a component of the project. During project construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. In addition to the main driveway access located on South Highland Avenue between San Sevaine Road and Hemlock Avenue, an emergency vehicle access would be constructed on Hemlock Avenue, north of South Highland Avenue. On-site circulation has also been designed to allow for maneuvering of emergency vehicles (e.g., fire trucks) and to allow for emergency access to the structures within the project site. The nearest fire station is San Bernardino County Fire Station 78, located less than 1.5 miles southeast of the project site. The project does not include any land uses or off-site improvements that would result in inadequate emergency access. Therefore, a less than significant impact would occur.

Mitigation Measures

TRA-1: San Sevaine Road & South Highland Avenue

Prior to the issuance of the first building permit, the project proponent shall contribute the fair share payment toward the installation of a traffic signal at San Sevaine Road and South Highland Avenue. The amount and manner of the payment shall be as determined by the City of Fontana Engineering Department.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCSE:				
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), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in 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.	☐	☒	☐	☐

The information, analysis, and findings in this section are the result of government to government consultation pursuant to the requirements of Public Resources Code Section 21080.3.1(b).

Discussion

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

Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

The response to XVIIIa)i is combined with the response to XVIIIa)ii below.

a)ii) 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 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. In October 2019, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested consultation from the following tribes: the Soboba Band of Luiseño Indians, the Torres Martinez Desert Cahuilla Indians, the San Manuel Band of Mission Indians, and the Gabrieleño Band of Mission Indians–Kizh Nation. On February 27, 2020, the City sent letters consistent with SB 18 to interested California Native American tribes. The City requested consultation from the following tribes: the Gabrielino-Tongva Tribe, the San Manuel Band of Mission Indians, the Serrano Nation of Mission Indians, the Gabrielino Tongva Indians of California Tribal Council, the Gabrielino/Tongva Nation, the Morongo Band of Mission Indians, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Gabrieleno Band of Mission Indians–Kizh Nation, and the San Fernando Band of Mission Indians.

The Morongo Band of Mission Indians responded to the SB 18 consultation request stating the project site's location within the tribe's ancestral territory and retaining its right to participate in the CEQA process. The San Manuel Band of Mission Indians identified the project site as being within Serrano ancestral territory, making it of interest to the San Manuel Band of Mission Indians. The San Manuel Band of Mission Indians requested cultural reports, geotechnical reports, and project plans be provided for review. The Soboba Band of Luiseño Indians submitted a request for consultation from the City in November 2019. AB 52 Consultation with the Soboba Band occurred on April 6, 2020. The Gabrieleño Band of Mission Indians–Kizh Nation requested consultation. The consultation for AB 52 and SB 18 occurred on March 5, 2020, and the Gabrieleño Band of Mission Indians–Kizh Nation submitted requested mitigation measures. No other tribes responded to the AB 52 or SB 18 requests for consultation.

Mitigation Measures

TCR-1: Tribal Cultural Resource Discovery

In the event that a monitor is required and/or Native American cultural resources are discovered while working on site, all work shall be suspended 100 feet around the

resource(s) and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this period if the following are activities are initiated:

- Initiate consultation between the appropriate Native American tribal entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) and the City/project applicant;
- Transfer cultural resources investigations to the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) as soon as possible; and
- If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with Public Resources Code Section 21083.2 or a "tribal cultural resource" consistent with Public Resources Code Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division and South-Central Coast Information Center at California State University Fullerton.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. Utilities necessary for the proposed project site are as follows:

- Water – San Gabriel Water Company, Fontana Water Company Division (FWC)
- Sewer – Inland Empire Utilities Agency (IEUA)/City of Fontana
- Storm drain – City of Fontana
- Electricity – Southern California Edison (SCE)
- Natural gas – Southern California Gas Company (SoCalGas)
- Cable – Charter Communications
- Telephone – AT&T

Water

The proposed project would require water for residents and the irrigation of landscaped areas. Water for the project would be provided by the FWC and would connect to the existing water main. An approximately 998-linear-foot domestic water line would be constructed the full length of the project site within South Highland Avenue. An approximately 34-linear-foot non-domestic water line would be constructed from the main line located within Hemlock Avenue. Therefore, the expansion of off-site water facilities would not be required to serve the proposed project.

Wastewater Treatment

The IEUA provides wastewater treatment service throughout the City. The IEUA currently operates four regional wastewater treatment facilities: Regional Plant (RP-) 1, RP-4, RP-5, and Carbon Canyon Wastewater Reclamation Facility. The City is located within the RP-1 service area. According to the IEUA's most recent Urban Water Management Plan (UWMP), RP-1 has a rated

permitted treatment capacity of 44 million gallons per day and is currently treating an average of 28 million gallons per day, which is only 65 percent of its capacity.[59]

The proposed 107 multi-family detached homes are estimated to generate a combined total of 27,820 gallons of wastewater per day, based on a wastewater generation rate of 260 gallons per day per household.[60] This wastewater generation amounts to approximately 0.17 percent of RP-1's additional 16 million gallons per day surplus, representing a nominal increase in the amount of wastewater treated daily by the wastewater treatment plant. Therefore, impacts associated with wastewater treatment requirements and capacity would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The project site is located within the City and has a residential development to the south and a place of worship to the east. These areas require access to electric power, natural gas, and telecommunications facilities. Due to the close proximity of the project site to existing electric power, natural gas, and telecommunications facilities, substantial expansion of such utilities would not be required to serve the proposed project. Therefore, impacts would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As discussed above, water for the project would be provided by the FWC. According to the 2015 UWMP, the FWC has sufficient water supplies to serve the project.[61] Domestic water supplies from this service provider are reliant on groundwater from the Chino Groundwater Basin, the Rialto Groundwater Basin, the Lytle Basin, and the No Man's Land Basin. The FWC also relies on surface water sourced from Lytle Creek. Based on information in the 2015 UWMP, the FWC is anticipated to have 40,140 acre feet of water supply by 2020.[62] The FWC has determined that, with a reduction in demands as a result of water conservation, FWC's single dry year and multiple dry year supplies are adequate to meet projected demands through 2040. As such, a less than significant impact would occur.

c) 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. As discussed in **Impact XIX.a)**, there are sufficient wastewater treatment facilities and capacity to service the project. Because the City's wastewater provider

59 Inland Empire Utilities Agency, *Urban Water Management Plan*, 2016.
60 Sanitation Districts of Los Angeles County, Table 1: Loadings for Each Class of Land Use, https://www.lacsd.org/civicax/filebank/blobdload/aspx?blobid=3531, accessed January 30, 2020.
61 San Gabriel Valley Water Company, Urban Water Management Plan, 2015, https://www.fontanawater.com/wp-content/uploads/2018/10/San-Gabriel-Fontana_Amended-Final-December-2017-1.pdf.
62 San Gabriel Valley Water Company, *Urban Water Management Plan*.

has sufficient wastewater treatment capacity, it is anticipated that a less than significant impact would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Implementation of the project is anticipated to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. Solid waste service for the City of Fontana is provided by the Mid-Valley Sanitary Landfill located in the northern portion of the City. According to CalRecycle, the landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, and the landfill has a remaining capacity of approximately 67.52 million cubic yards. The landfill has an expected operational life through 2033 with the potential for vertical, or downward expansion.[63] For these reasons, the proposed project's solid waste disposal needs are anticipated to be met by the Mid-Valley Sanitary Landfill. The project would have a less than significant impact.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. As discussed under **Impact XIX.d)**, the project would generate waste during the construction phase, as well as the operational phase; however, it would not be expected to result in inadequate landfill capacity. Solid waste service for the City is provided by the Mid-Valley Sanitary Landfill located in the northern portion of the City. The landfill has an expected operational life through 2033 with the potential for vertical, or downward expansion.[64] The proposed project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, the project would comply with all federal, state, and local regulations regarding solid waste and no impacts are anticipated.

63 CalRecycle, SWIS Facility Detail, Mid-Valley Sanitary Landfill (36-AA-0055), accessed November 15, 2019, https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055/.
64 CalRecycle, SWIS Facility Detail.

XX. Wildfire

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

Discussion

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection Fire and Resource Assessment Program, the project site is not located in or near a State Responsibility Area (SRA).[65] The nearest SRA to the project site is located 1.2 miles to the northwest. In addition, the project site does not contain lands classified as very high fire hazard severity zones. The project site is located in a Local Responsibility Area (LRA), classified as Non-Wildland/Non-Urban.[66] The project site is served by the FFPD with the nearest fire station being Station 78 at 7110 Citrus Avenue in Fontana, approximately 1.40 miles southeast. Project

65 California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, State Responsibility Area Viewer, accessed January 30, 2020, https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/.
66 Fontana, *Local Hazard Mitigation Plan*, Figure 4-6.

development would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, this impact is less than significant.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. As mentioned in **Impact XX.a)**, the project site is not located in or near an SRA. In addition, the project site does not contain lands classified as very high fire hazard severity zones. The project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. Therefore, this impact is less than significant.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. As mentioned in **Impact XX.a)**, the project site is not located in or near an SRA and does not contain lands classified as very high fire hazard severity zones. The proposed project would include construction of 107 multi-family detached homes and associated infrastructure. Construction and operation of the proposed project would not increase the risk of fire. Therefore, the impact is less than significant.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As mentioned **in Impact XX.a),** the project site is not located in or near an SRA and does not contain lands classified as very high fire hazard severity zones. The project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the impact is less than significant.

XXI. Mandatory Findings of Significance

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

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As concluded in Section IV, *Biological Resources*, the proposed project would not 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; or substantially reduce the number or restrict the range of an endangered, rare, threatened species. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts would be reduced to a less than significant level.

As concluded in Section V, *Cultural Resources*, the proposed project would not eliminate important examples of the major periods of California history or prehistory, and the project would result in a less than significant impact to cultural resources and no mitigation measures are required.

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)?

In accordance with CEQA Guidelines Section 15183, this environmental analysis was conducted to determine if there were any project-specific effects that are peculiar to the project or its site. No project-specific significant effects peculiar to the project or its site were identified that could not be mitigated to a less than significant level. The project would not induce substantial population growth or significant traffic volumes. The project would contribute to environmental effects in the areas of biological resources, geology and soils, transportation/traffic, and tribal cultural resources However, these would not be cumulatively considerable, since they are site-specific. Further, mitigation measures incorporated herein mitigate any potential impacts associated with these environmental issues. Cumulative projects would be required to prepare the appropriate CEQA environmental documentation on a project-by-project basis. Therefore, the project does not have impacts that are individually limited, but cumulatively considerable.

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

Given the scope and nature of the proposed project, project implementation would not result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. Compliance with applicable existing laws and regulations and implementation of recommended mitigation measures would ensure that the project would not result in substantial adverse effects on human beings. Therefore, impacts would be less than significant and no additional mitigation measures are required.

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