



Southwest Industrial Park (SWIP) Specific Plan Update and Annexation

**PUBLIC REVIEW DRAFT
PROGRAM ENVIRONMENTAL IMPACT REPORT**



OCTOBER 2011

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PROGRAM ENVIRONMENTAL IMPACT REPORT
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SOUTHWEST INDUSTRIAL PARK
SPECIFIC PLAN UPDATE AND ANNEXATION

Lead Agency & Project Proponent:

CITY OF FONTANA
DEPARTMENT OF COMMUNITY DEVELOPMENT – PLANNING DIVISION

8353 Sierra Avenue
Fontana, CA 92335
Contact: Mr. Shannon Casey, AICP
Senior Planner
909.350.7608

Consultant:

RBF CONSULTING
14725 Alton Parkway
Irvine, CA 92618
Contact: Mr. Kevin Thomas, CEP
Mr. Alan Ashimine
949.472.3505

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S.0 Executive Summary



Executive Summary

Section S.0

S.1 PROJECT LOCATION

The approximately 3,111-acre SWIP Specific Plan Update and Annexation Area is located within the southwestern portion of the City of Fontana and County of San Bernardino, California. The project site is located along I-10, east of Interstate 15 (I-15), and north of State Route 60 (SR-60). Fontana is bounded by unincorporated San Bernardino County to the north, Rancho Cucamonga and Ontario to the west, unincorporated Riverside County to the south, and Rialto and unincorporated San Bernardino County to the east.

The project site is an irregularly-shaped area, generally situated along the I-10 corridor. The majority of the site is located south of I-10, with the exception of two small areas extending to the north of the freeway; refer to Exhibit 2-1, Regional Vicinity Map.

The project site is bounded by Mulberry Avenue and the Fontana Gateway Specific Plan area to the west, Citrus Avenue to the east, Philadelphia Avenue to the south, and I-10 to the north with two small portions of the site immediately north of I-10; refer to Exhibit 2-2, Local Vicinity Map.

S.2 PROJECT SUMMARY

This Program Environmental Impact Report (EIR) assesses the potential environmental impacts of the proposed Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Project, which would add a total of 1,318 acres to the existing Specific Plan area, including the annexation of 472 acres into the City of Fontana (City).

The SWIP Specific Plan was originally created by the City on December 6, 1983, and was intended to develop the City's industrial uses south of Interstate 10 (I-10). The SWIP Specific Plan originally encompassed approximately 1,800 acres. Since its adoption, the SWIP Specific Plan has been amended 14 times, with the most recent amendment occurring in early 2008. These amendments have accommodated past annexations into the Specific Plan area, changes in land use designations, and modifications to design and land use regulations. In recent years, the City has annexed large portions of land from the County of San Bernardino. Many of the parcels annexed into the SWIP Specific Plan area were developed under San Bernardino County regulations and do not conform with current City regulations.

Due to the age of the SWIP Specific Plan and changes that have occurred within the project area, the City has determined that the Specific Plan should be revised to update land uses, regulations, and development standards. In addition, the SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas within the Specific Plan.



The SWIP Specific Plan Update is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the Specific Plan Update area. By providing the necessary regulatory and design guidance, the Specific Plan Update ensures that future development of parcels within the SWIP Specific Plan Update area (both privately owned lands as well as publicly owned lands which are approved for private use and development) implements the goals and policies of the *City of Fontana General Plan (General Plan)*. The SWIP Specific Plan Update consists of nine land use districts. Additionally, the SWIP Specific Plan Update includes infrastructure improvements necessary to support development within the project area.

The Land Use Plan for the SWIP Specific Plan Update provides for the development of nine planning sub-districts. In general, the SWIP Specific Plan Update includes approximately 3,111 acres of industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public/utility right-of-way uses. The Land Use Table, below, provides an outline of each district and associated development intensities.

**Table 2-1
Land Use Table**

PROPOSED LAND USE DISTRICT	ACREAGE	NEW COMMERCIAL (SF) ¹	NEW OFFICE (SF)	NEW INDUSTRIAL (SF) ²	EXISTING DEVELOPMENT TO REMAIN (SF)	NEW DEVELOPMENT (SF) ³
Freeway Industrial	333.7	2,185,057	546,264	2,731,321	478,645	5,462,642
Speedway Industrial	126.2	762,191		1,778,446	31,508	2,540,637
Slover West Industrial	289.1			5,025,953	88,068	5,025,953
Slover Central Manufacturing/Industrial	423.7			3,710,006	960,325	3,710,006
Slover East Industrial	463.1	503,074		2,012,298	1,025,461	2,515,372
Jurupa North Research and Development	515.1	2,033,109	1,219,865	4,879,460	392,934	8,132,434
Jurupa South Industrial	535.6			2,249,874	7,241,326	2,249,874
Residential Trucking	51.7				180 DU	N/A
Public Facilities (Kaiser High School)	37.7					N/A
Right of Way (Drainage, Power Easement, Railroad, Roads)	334.7					N/A
TOTAL	3,110.7	5,483,431	1,766,129	22,387,358	10,218,267	29,636,918
SF = square feet; DU = dwelling units						
Assumptions: 1. "Commercial" includes service commercial and retail commercial land uses.						
2. "Industrial" includes industrial and manufacturing uses, including but not limited to warehousing and flex-tech developments.						
3. New development = commercial + office+ industrial. Existing development to remain is exclusive of these calculations.						
Source: <i>SWIP Draft Specific Plan Update</i> , RBF Consulting, 2011.						

S.3 PROJECT OBJECTIVES

Pursuant to Section 15124 (b) of the *CEQA Guidelines*, the EIR project description must include, “A statement of objectives sought by the proposed project. . . . The statement of objectives should include the underlying purpose of the project.” The goals and objectives of the SWIP Specific Plan Update and Annexation are provided below:

1. Increase and maintain an increased daytime employment population.
2. Coordinate land uses and transportation with infrastructure planning.
3. Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
4. Retain and expand existing businesses and business opportunities.
5. Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.
6. Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.
7. Tailor land use regulations and design guidelines to custom-fit the SWIP Specific Plan Update area.
8. Improve visual and functional linkages between I-10, Slover Avenue, and the City of Fontana.
9. Identify areas of priority development and property assemblage opportunities to serve as economic development catalysts.
10. Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete “removal and replacement” transformation to enhance the sense of place and promote aesthetic improvements.
11. Incorporate planning policy that encourages viable development in the future, while paying tribute to Fontana’s past.

S.4 SUMMARY OF ALTERNATIVES

No Project Alternative (Buildout of Existing SWIP Specific Plan and General Plan)

The No Project Alternative is a required alternative under CEQA. Under the No Project Alternative, the proposed Specific Plan Update and Annexation Project would not occur and the boundary of the existing SWIP Specific Plan would not be altered. Under this alternative, no additional areas would be annexed into the City’s incorporated limits. Development within the existing Specific Plan area would continue to occur under existing SWIP Specific Plan designations, and areas outside of the existing Specific Plan boundary would continue to develop under existing *General Plan* designations.

Buildout under the No Project Alternative would result in a total of 43,756,379 square feet of new development. The proposed project would result in a total of 29,636,918 square feet of new development. Thus, in comparison to the proposed project, the No Project Alternative would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development.

The increased development potential associated with the No Project Alternative would generally result in increased impacts in comparison to the proposed project. In addition, the project area would not benefit from the comprehensive land use and development guidelines proposed under the proposed Specific Plan Update. The extensive infrastructure improvements (streetscape, utilities, traffic) identified within the Specific Plan Update would not be achieved to the same extent as the proposed project.

Reduced Density Alternative

The Reduced Density Alternative would include the same impact area as the proposed project, but would reduce the intensity of development. The proposed project would result in a total of approximately 5,483,431 square feet of new commercial development; 1,766,129 square feet of new office development; and 22,387,358 square feet of new industrial development. For the purposes of this analysis, the Reduced Density Alternative assumes a 25 percent overall reduction in new development. This would result in a reduction to approximately 4,112,573 square feet of commercial development; 1,324,596 square feet of office development; and 16,790,518 square feet of industrial development. The total amount of new development occurring under this Alternative would be 22,227,687 square feet. The decreased development potential associated with the Reduced Density Alternative would generally result in decreased impacts in comparison to the proposed project.

Existing Specific Plan Boundary Alternative

The Existing Specific Plan Boundary Alternative would involve an update to the Specific Plan, but would not alter its existing boundaries. Thus, the total area of this Alternative would remain at 1,793 acres, which represents the current acreage of the SWIP Specific Plan. Under this Alternative, a similar range of land use districts and allowable development intensities would be implemented to resolve existing land use conflicts within the project area. This Alternative would include design requirements similar to the proposed project, in addition to similar streetscape, utility, and traffic infrastructure improvements. By reducing the boundary in comparison to the proposed project, future development activities would be limited to a smaller area, and therefore, the associated scope of impacts would be reduced. Although the overall amount of development would be reduced due to the reduced project acreage, the intensity of development within the 1,793-acre boundary would remain the same as the proposed project. The decreased development footprint associated with the Existing Specific Plan Boundary Alternative would generally result in decreased impacts in comparison to the proposed project.



S.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures	Level of Significance After Mitigation
AESTHETICS, LIGHT AND GLARE		
Scenic Vistas		
Future development associated with the proposed project would have a substantial adverse effect on a scenic vista.	No feasible mitigation measures apply.	Significant and Unavoidable Impact.
Scenic Resources		
Future development associated with the proposed project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation is required.	Less Than Significant Impact.
Visual Character – Short-Term		
Construction activities for future development within project boundaries would not significantly degrade the visual character of the site and/or its immediate surroundings during the short-term construction process.	4.1-3a For future development associated with the project located in or immediately adjacent to residentially zoned property, the following General Condition of Approval shall be imposed: Construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site to the extent practical. Staging areas shall be screened from view from residential properties with solid wood fencing or green fence. Construction worker parking may be located off-site with approval of the City; however on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the project site. Surrounding streets shall be swept daily and maintained free of dirt and debris.	Less Than Significant With Mitigation Incorporated.
Visual Character – Long-Term		
Future development associated with the proposed project would not permanently degrade the visual character of the site and/or its immediate surroundings.	No mitigation is required.	Less Than Significant Impact.
Light and Glare		
Future development associated with the proposed project would not create a new source of light/glare that would adversely affect views in the area.	No mitigation is required.	Less Than Significant Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts		
This Program EIR has determined that all impacts related to aesthetics, light, and glare would be less than significant with exception to of scenic vistas. On a project and cumulative basis, long-term buildout of the proposed project would have significant and unavoidable impacts on scenic vistas surrounding the site.	Refer to Mitigation Measure 4.1-3a.	Significant and Unavoidable Impact.
AIR QUALITY		
Short-Term Air Quality		
The proposed Specific Plan Update would facilitate the construction of new uses. Construction activities associated with these projects would generate dust and construction vehicle and equipment emissions during site preparation and project construction. Although compliance with the requirements of the Municipal Code, SCAQMD regulations, and implementation of Mitigation Measures 4.4-1a through 4.4-1f would reduce impacts, short-term air quality impacts would remain significant.	<p>4.2-1a All construction equipment shall be maintained in good operation condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification. [GPEIR MM AQ-1]</p> <p>4.2-1b Prior to the issuance of any grading permits, all Applicants shall submit construction plans to the City of Fontana denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff. [GPEIR MM AQ-2]</p> <p>4.2-1c All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. [GPEIR MM AQ-3]</p> <p>4.2-1d Projects that result in the construction of more than 19 single-family residential units, 40 multifamily residential units, or 45,000 square feet of retail/commercial/industrial space shall be required to apply paints either by hand or high volume, low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. Alternatively, the contractor may specify the use of low volatility paints and coatings. Several of currently available primers have VOC contents of less</p>	Significant and Unavoidable Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>than 0.85 pounds per gallon (e.g., dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent. Larger projects should incorporate both the use of HVLP or hand application and the requirement for low volatility coatings. [GPEIR MM AQ-4]</p> <p>4.2-1e All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108. [GPEIR MM AQ-5]</p> <p>4.2-1f Prior to the issuance of grading permits or approval of grading plans for future development projects within the project area, future developments shall include a dust control plan as part of the construction contract standard specifications. The dust control plan shall include measures to meet the requirements of SCAQMD Rules 402 and 403. Such measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Phase and schedule activities to avoid high-ozone days and first-stage smog alerts. • Discontinue operation during second-stage smog alerts. • All haul trucks shall be covered prior to leaving the site to prevent dust from impacting the surrounding areas. • Comply with AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. • Moisten soil each day prior to commencing grading to depth of soil cut. • Water exposed surfaces at least twice a day under calm conditions, and as often as needed on windy days or during very dry weather in order to maintain a surface crust and minimize the release of visible emissions from the construction site. • Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation. • Wash mud-covered tires and under carriages of trucks leaving construction sites. 	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites. • Securely cover all loads of fill coming to the site with a tight fitting tarp. • Cease grading during periods when winds exceed 25 miles per hour. • Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance. • Use low-sulfur diesel fuel in all equipment. • Use electric equipment whenever practicable. • Shut off engines when not in use. 	
Long-Term Air Quality		
<p>The Specific Plan Update would not directly construct any new development projects; however, it could facilitate the construction of new uses. New development projects would result in a significant overall increase in regional pollutant loads due to mobile source emissions and area source emissions.</p>	<p>4.2-2a All "large-scale" (e.g., over 10 acres per day) project Applicants shall provide incentives to use mass transit including the placement of bus stop shelters along major thoroughfares if not so equipped. (City Staff shall determine what denotes a "large-scale" project.) [GPEIR MM AQ-7]</p> <p>4.2-2b All "large-scale" (e.g., over 10 acres per day) project Applicants shall incorporate a bike/walking path between these shelters, the proposed residential areas, and the proposed commercial areas. These paths shall be lit and configured so as to avoid potential conflict with roadways and railroad activities. [GPEIR MM AQ-8]</p> <p>4.2-2c All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. [GPEIR MM AQ-9]</p> <p>4.2-2d The City shall require that both industrial and commercial uses designate preferential parking for vanpools. [GPEIR MM AQ-10]</p> <p>4.2-2e The proposed commercial and industrial areas shall incorporate food service. [GPEIR MM AQ-11]</p>	Significant and Unavoidable Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.2-2f All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and MetroLink schedules in conspicuous areas. [GPEIR MM AQ-12]</p> <p>4.2-2g All industrial and commercial site tenants with 50 or more employees shall be requested to configure their operating schedules around the MetroLink schedule to the extent reasonably feasible. [GPEIR MM AQ-13]</p> <p>4.2-2h All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters. [GPEIR MM AQ-14]</p> <p>4.2-2i All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping. [GPEIR MM AQ-15]</p> <p>4.2-2j All residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials. [GPEIR MM AQ-16]</p> <p>4.2-2k Prior to approval of future development projects within the project area, the City of Fontana shall conduct project-level environmental review to determine potential vehicle emission impacts associated with the project(s). Mitigation measures shall be developed for each project as it is considered to mitigate potentially significant impacts to the extent feasible. Potential mitigation measures may require that facilities with over 250 employees (full or part-time employees at a worksite for a consecutive six-month period calculated as a monthly average), as required by the Air Quality Management Plan, implement Transportation Demand Management (TDM) programs.</p> <p>4.2-2l New warehouse facilities or distribution centers that generate a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week shall not be located closer than 1,000 feet from any existing or proposed sensitive land use such as residential, a hospital, medical offices,</p>	



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Impacts	Mitigation Measures	Level of Significance After Mitigation
	day care facilities, and/or fire stations (pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook).	
Carbon Monoxide Hotspots		
The Specific Plan Update would not directly construct any new development projects. However, implementation of the Specific Plan Update could facilitate the construction of uses. These new development projects would not result in a significant increase in localized CO emissions along congested roadways and intersections.	No mitigation is required.	Less Than Significant Impact.
Consistency with Air Quality Management Plan		
The proposed Specific Plan Update may conflict with the Air Quality Management Plan (AQMP).	Refer to Mitigation Measures 4.2-2a through 4.2-2l.	Significant and Unavoidable Impact.
Greenhouse Gas Emissions		
The proposed Specific Plan Update would not generate greenhouse gas emissions that may have a significant impact on the environment with implementation of Mitigation Measure 4.2-5a. The proposed Specific Plan Update would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	<p>4.2-5a Prior to the issuance of building permits, future development projects shall demonstrate the incorporation of project design features that achieve a minimum of 28.5 percent reduction in GHG emissions from business as usual conditions. Future projects shall include, but not be limited to, the following list of potential design features.</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> • Design buildings to be energy efficient and exceed Title 24 requirements by at least 5 percent. • Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight. • Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use. • Install light colored "cool" roofs and cool pavements. • Provide information on energy management services for large energy users. • Install energy efficient heating and cooling systems, appliances and equipment, and control systems (e.g., minimum of Energy Star rated equipment). 	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none">• Implement design features to increase the efficiency of the building envelope (i.e., the barrier between conditioned and unconditioned spaces).• Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.• Limit the hours of operation of outdoor lighting. <p><i>Renewable Energy</i></p> <ul style="list-style-type: none">• Install solar panels on carports and over parking areas. Ensure buildings are designed to have "solar ready" roofs.• Use combined heat and power in appropriate applications. <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none">• Create water-efficient landscapes with a preference for a xeriscape landscape palette.• Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls.• Design buildings to be water-efficient. Install water-efficient fixtures and appliances (e.g., EPA WaterSense labeled products).• Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.• Restrict the use of water for cleaning outdoor surfaces and vehicles.• Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site).• Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Provide education about water conservation and available programs and incentives. <p><i>Solid Waste Measures</i></p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. • Provide education and publicity about reducing waste and available recycling services. <p><i>Transportation and Motor Vehicles</i></p> <ul style="list-style-type: none"> • Limit idling time for commercial vehicles, including delivery and construction vehicles. • Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides). • Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). • Promote "least polluting" ways to connect people and goods to their destinations. • Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments. • Incorporate bicycle-friendly intersections into street design. • For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and 	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>convenience. For large employers, provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking).</p> <ul style="list-style-type: none"> Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. 	
Cumulative Impacts		
Air quality emissions resulting from development associated with implementation of the proposed project could impact regional air quality levels on a cumulatively considerable basis.	Refer to Mitigation Measures 4.2-1a through 4.2-5a.	Significant and Unavoidable Impact.
BIOLOGICAL RESOURCES		
Sensitive Species and Habitats		
Future development occurring within the project site would not adversely effect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species upon the implementation of recommended mitigation measures.	<p>4.3-1a The City of Fontana Planning Division shall require that all future project applicants prepare a Biological Assessment prior to the issuance of grading permits. The Biological Assessment shall include a vegetation map of the proposed project area, analysis of the impacts associated with plant and animal species and habitats, and conduct habitat evaluations for burrowing owl, Delhi Sands flower-loving fly, San Diego pocket mouse, western mastiff bat, western yellow bat, and San Diego desert woodrat. If any of these species are determined to be present, then coordination with the U.S. Fish and Wildlife Service and/or California Department of Fish and Game shall be conducted to determine what, if any, permits or clearances are required prior to development.</p> <p>4.3-1b Any future land disturbance for site-specific developments within the project site shall be conducted outside of the State-identified bird nesting season (February 15 through September 1). If construction during the nesting season must occur, the site shall be evaluated by a City-approved biologist prior to ground disturbance to determine if nesting birds exist on-site. If any nests are discovered, the biologist shall delineate an appropriate buffer zone around the nest, depending on the species and type of construction activity. Only construction activities approved by the biologist shall take place within the buffer zone until the nest is vacated.</p>	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.3-1c: Prior to any ground disturbance, trees scheduled for removal shall be evaluated by a City-approved biologist for roosting bats. If a roost is present the biologist will develop a plan to minimize impacts to the bats to the greatest extent feasible.</p> <p>4.3-1d The City shall encourage the preservation of natural habitat in conjunction with private or public development projects. [GPEIR MM BR-4]</p> <p>4.3-1e Mitigation shall be provided for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat of the same type, financial contribution to a habitat conservation fund administered by a Federal, State, or local government agency, or by a non-profit agency conservancy. [GPEIR MM BR-5]</p> <p>4.3-1f Local CEQA procedures shall be applied to identify potential impacts to rare, threatened and endangered species. [GPEIR MM BR-9]</p> <p>4.3-1g Evidence of satisfactory compliance shall be provided by Project Applicant with any required State and/or Federal permits, prior to issuance of grading permits for individual projects. [GPEIR MM BR-10]</p> <p>4.3-1h Any development that results in the potential take or substantial loss of occupied habitat for any threatened or endangered species shall conduct formal consultation with the appropriate regulatory agency, and shall implement required mitigation pursuant to applicable protocols. Consultation shall be on a project-by-project basis and measures shall be negotiated independently for each development project. [GPEIR MM BR-11]</p>	
Sensitive Natural Communities		
Future development within the project site would not adversely affect any riparian habitat or other sensitive natural community upon the implementation of recommended mitigation measures.	Refer to Mitigation Measures 4.3-1a to 4.3-1h.	Less Than Significant With Mitigation Incorporated.
Wetlands and Drainages		
The proposed Specific Plan Update and Annexation would not have a substantial adverse effect on federally	4.3-3a For future development proposals that could potentially affect jurisdictional drainages or wetlands (to be determined by the City of	Less Than Significant With Mitigation Incorporated.



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Impacts	Mitigation Measures	Level of Significance After Mitigation
protected wetlands through the direct removal, filling, hydrological interruption, or other means upon implementation of recommended mitigation.	Fontana Planning Division), the project applicant shall prepare a jurisdictional delineation to determine the extent of jurisdictional area, if any, as part of the regulatory permitting process.	
Local Ordinances		
Future development in the Specific Plan Update area would not conflict with local policies or ordinances protecting biological resources.	No mitigation is required.	Less Than Significant Impact.
Habitat Conservation Plans		
Project development would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan upon implementation of recommended mitigation.	Refer to Mitigation Measures 4.3-1a to 4.3-1f.	Less Than Significant With Mitigation Incorporated.
Cumulative Impacts		
The proposed project would not result in impacts to sensitive biological resources that would result be cumulatively considerable in combination with the identified range of cumulative development.	Refer to Mitigation Measures 4.3-1a through 4.3-3a.	Less Than Significant With Mitigation Incorporated.
CULTURAL RESOURCES		
Historical Resources		
Future development within the Specific Plan Update area would not adversely change the significance of a historical resource.	<p>4.4-1a A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries:</p> <ul style="list-style-type: none"> Subsequent to a preliminary City review, if evidence suggests the potential for historic resources, a field survey for historical resources within portions of the project site not previously surveyed for cultural resources shall be conducted. Subsequent to a preliminary City review, if evidence suggests the potential for historic resources, the San Bernardino County Archives shall be contacted for information on historical property records. Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands. 	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> All historical resources within the project site, including archaeological and historic resources older than 50 years, shall be inventoried using appropriate State record forms and guidelines followed according to the California Office of Historic Preservation's handbook "Instructions for Recording Historical Resources." The archaeologist shall then submit two (2) copies of the completed forms to the San Bernardino County Archaeological Information Center for the assignment of trinomials. The significance and integrity of all historical resources within the project site shall be evaluated, using criteria established in the CEQA Guidelines for important archaeological resources and/or 36 CFR 60.4 for eligibility for listing on the National Register of Historic Places. Mitigation measures shall be proposed and conditions of approval (if a local government action) recommended to eliminate adverse project effects on significant, important, and unique historical resources, following appropriate CEQA and/or National Historic Preservation Act's Section 106 guidelines. A technical resources management report shall be prepared, documenting the inventory, evaluation, and proposed mitigation of resources within the project site, following guidelines for Archaeological Resource Management Reports prepared by the California Office of Historic Preservation, Preservation Planning Bulletin 4(a), December 1989. One copy of the completed report, with original illustrations, shall be submitted to the San Bernardino County Archaeological Information Center for permanent archiving. [GPEIR MM CR-3] <p>4.4-1b If any historical resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. [GPEIR MM CR-4]</p>	
Archaeological Resources		
Future development within the Specific Plan Update area would not cause a substantial adverse change in the significance of an archaeological resource.	4.4-2a A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries:	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Subsequent to a preliminary City review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric resources within portions of the project site not previously surveyed for cultural resources shall be conducted. • Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands. • All prehistoric resources shall be inventoried using appropriate State record forms and two (2) copies of the completed forms shall be submitted to the San Bernardino County Archaeological Information Center. • The significance and integrity of all prehistoric resources within the project site shall be evaluated using criteria established in the CEQA Guidelines for important archaeological resources. • If human remains are encountered on the project site, the San Bernardino County Coroner's Office shall be contacted within 24 hours of the find, and all work shall be halted until a clearance is given by that office and any other involved agencies. • All resources and data collected within the project site shall be permanently curated at an appropriate repository within the County. [GPEIR MM CR-1] <p>4.4-2b If any prehistoric archaeological resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Fontana shall:</p> <ul style="list-style-type: none"> • Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value. • Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities at a theme or focal point. 	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> Pursue educating the public about the area's archaeological heritage. Propose mitigation measures and recommend conditions of approval (if a local government action) to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines. Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving. [GPEIR MM CR-2] <p>4.4-2c Where consistent with applicable local, State and federal law and deemed appropriate by the City, future site-specific development projects shall consider the following requests by the Soboba Band of Luiseño Indians and Morongo Band of Mission Indians:</p> <ul style="list-style-type: none"> In the event Native American cultural resources are discovered during construction for future development, all work in the immediate vicinity of the find shall cease 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; 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; Utilize a Native American Monitor from the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) where deemed appropriate or required by the City, during initial ground disturbing activities, cultural resource surveys, and/or cultural resource excavations. 	



Impacts	Mitigation Measures	Level of Significance After Mitigation
Paleontological Resources		
Future development within project site boundaries would not directly or indirectly resulting significant impacts on a unique paleontological resource or site or unique geologic feature.	<p>4.4-3a A qualified paleontologist shall conduct a pre-construction field survey of any project site within the Specific Plan Update area that is underlain by older alluvium. The paleontologist shall submit a report of findings that provides specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. [GPEIR MM CR-5]</p> <p>4.4-3b Should mitigation monitoring be recommended for a specific project within the project site, the program shall include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> • Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities. • Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find. • All recovered fossils shall be prepare, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum). • A summary report shall be submitted to City of Fontana. Collected specimens shall be transferred with copy of report to San Bernardino County Museum. [GPEIR MM CR-6] 	Less Than Significant With Mitigation Incorporated.
Human Remains		
Future development occurring within the Specific Plan Update area would not result in significant impacts related to the disturbance of human remains, including those interned outside of formal cemeteries.	No mitigation is required.	Less Than Significant Impact.
Cumulative Impacts		
The proposed project would not make a cumulatively considerable contribution to potential cumulative impacts to historic, archaeological and paleontological resources	Refer to Mitigation Measures 4.4-1a through 4.4-3b.	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
HAZARDS		
Routine Transport, Use, or Disposal of Hazardous Materials		
Future development within the Specific Plan Update area would not create a significant hazard to the public and the environment through the routine transport, use, or disposal of hazardous materials.	<p>4.5-1a The City shall require that new proposed facilities involved in the production, use, storage, transport or disposal of hazardous materials be located a safe distance from land uses that may be adversely impacted by such activities. Conversely, new sensitive facilities, such as schools, child-care centers, and senior centers, shall not be located near existing sites that use, store, or generate hazardous materials. [GPEIR MM HM-1]</p> <p>4.5-1b The City shall assure the continued response and capability of the San Bernardino County Fire Department/Fontana Fire Protection District to handle hazardous materials incidents in the City and along the sections of freeways that extend across the City. [GPEIR MM HM-2]</p> <p>4.5-1c The City shall require all businesses that handle hazardous materials above the reportable quantity to submit an inventory of the hazardous materials that they manage to the San Bernardino County Fire Department – Hazardous Materials Division in coordination with the Fontana Fire Protection District. [GPEIR MM HM-4]</p> <p>4.5-1d The City shall identify roadways along which hazardous materials are routinely transported. If essential facilities, such as schools, hospitals, child care centers or other facilities with special evacuation needs are located along these routes, identify emergency response plans that these facilities can implement in the event of an unauthorized release of hazardous materials in their area. [GPEIR MM HM-5]</p>	Less Than Significant With Mitigation Incorporated.
Construction-Related Accidental Release of Hazardous Materials		
Short-term construction activities within the Specific Plan Update area would not create a significant hazard to the public or environment through accidental conditions involving the release of hazardous materials.	4.5-2a A Phase I Environmental Site Assessment shall be prepared in accordance with American Society of Testing and Materials Standards and Standards and Practices for All Appropriate Inquiries prior to issuance of a Grading Permit for future development within the project site. The Phase I Environmental Site Assessment shall investigate the potential for site contamination, and will identify Specific Recognized Environmental Conditions (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc) that may require remedial activities prior to land acquisition or construction.	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.5-2b Prior to potential remedial excavation and grading activities within the site (if remediation is required), impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project applicant shall comply with the following measures in accordance with Federal, State, and local requirements:</p> <ul style="list-style-type: none">• Excavation and disposal at a permitted, off-site facility;• On-site remediation, if necessary; or• Other measures as deemed appropriate by the County. <p>4.5-2c Prior to the issuance of a grading or building permit, a Certified Environmental Professional shall confirm the presence or absence of ACMs and LBPs prior to structural demolition/renovation activities. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.</p> <p>4.5-2d In the event any electrical transformers require relocation as a result of future development associated with the project, the relocation shall be conducted under the purview of the local electricity purveyor to identify property-handling procedures regarding potential polychlorinated biphenyls (PCBs).</p> <p>4.5-2e Due to the railroad alignment within project boundaries, any construction in which the soil around the railroad is to be disturbed shall be conducted under the purview of the Fontana Fire Protection District to identify proper handling procedures. Once the soil around the railroad has been removed, a visual inspection of the areas beneath and around the</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>removed area shall be performed. Any stained soils observed underneath the area shall be sampled. Results of the sampling (if necessary) shall indicate the level of remediation efforts that may be required (if necessary).</p> <p>4.5-2f Areas of exposed soils within Caltrans right-of-way that would be disturbed during excavation/grading activities shall be sampled and tested for lead prior to ground disturbance activities on a project-by-project basis, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is above regulatory criteria).</p>	
Long-Term Accidental Release of Hazardous Materials		
The proposed project would not create a significant hazard to the public or environment through accidental conditions involving the release of hazardous materials.	Refer to Mitigation Measures 4.5-1a to 4.5-1d.	Less Than Significant With Mitigation Incorporated.
Hazardous Materials in Proximity to a School		
Future development within the Specific Plan Update area would not result in significant impacts upon an existing or proposed school within one-quarter mile of the project site.	Refer to Mitigation Measures 4.5-1a to 4.5-1d.	Less Than Significant With Mitigation Incorporated.
Hazardous Material Sites		
Although future development may affect a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, impacts would be less than significant upon compliance with existing Federal, State, and local requirements and recommended mitigation measures.	Refer to Mitigation Measures 4.5-2a to 4.5-2f.	Less Than Significant With Mitigation Incorporated.
Emergency Evacuation Plan		
Future development within the Specific Plan Update area would not interfere with an adopted emergency response plan or evacuation plan.	<p>4.5-6a Prior to the issuance of grading permits, future developers shall prepare a Traffic Control Plan for implementation during the construction phase. The Plan may include the following provisions, among others:</p> <ul style="list-style-type: none"> At least one unobstructed lane shall be maintained in both directions on surrounding roadways. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. 	Less Than Significant With Mitigation Incorporated.



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Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes. <p>4.5-6b Prior to construction, the City of Fontana Engineering Department shall consult with the City of Fontana Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.</p>	
Cumulative Impacts		
The proposed SWIP Specific Plan Update and Annexation Project is not expected to result in significant cumulatively impacts considerable impacts in relation to hazards and hazardous materials.	Refer to Mitigation Measures 4.5-1a through 4.5-6b.	Less Than Significant With Mitigation Incorporated.
LAND USE AND PLANNING		
Physically Divide an Established Community		
Future development associated with the proposed project would not physically divide an established community.	No mitigation is required.	Less Than Significant Impact.
City of Fontana General Plan, Zoning and Development Code, and SWIP Redevelopment Plan		
The proposed project would not directly conflict with the policy or regulations of the City's General Plan or Zoning and Development Code adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation is required.	Less Than Significant Impact.
Cumulative Impacts		
Development of the proposed project is not anticipated to result in cumulative significant land use and planning impacts.	No mitigation is required.	Less Than Significant Impact.
NOISE		
Short-Term Construction Noise		
Future development and improvements in the Specific Plan Update area facilitated by the proposed project could cause temporary, localized increases in noise levels and vibration during periods of construction, in excess of established standards.	<p>4.7-1a The following measures shall be implemented when construction is to be conducted within 500 feet of any sensitive structures or has the potential to disrupt classroom activities or religious functions.</p> <ul style="list-style-type: none"> The City shall restrict noise intensive construction activities to the days and hours specified under Section 18-63 of the City of Fontana 	Less Than Significant With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Municipal Code. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site. [GPEIR MM N-1]</p> <ul style="list-style-type: none"> • All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. [GPEIR MM N-1] • The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions. [GPEIR MM N-1] • Stationary equipment shall be placed so as to maintain the greatest possible distance to the sensitive use structures. [GPEIR MM N-1] • All equipment servicing shall be performed so as to maintain the greatest possible distance to the sensitive use structures. [GPEIR MM N-1] • If construction noise does prove to be detrimental to the learning environment, the City shall allow for a temporary waiver thereby allowing construction on Weekends and/or holidays in those areas where this construction is to be performed in excess of 500 feet from any residential structures. [GPEIR MM N-1] • The construction contractor shall provide an on-site name and telephone number of a contact person. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. In the event that construction noise is intrusive to an educational process, the construction liaison will revise the construction schedule to preserve the learning environment. 	



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Impacts	Mitigation Measures	Level of Significance After Mitigation
	4.7-1b Should potential future development facilitated by the proposed project require off-site import/export of fill material during construction, trucks shall utilize a route that is least disruptive to sensitive receptors, preferably major roadways (Interstate 10, Interstate 15, State Route 60, Sierra Avenue, Beech Avenue, Jurupa Avenue, and Slover Avenue). Construction trucks should, to the extent practical, avoid the weekday and Saturday a.m. and p.m. peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.).	
Long-Term Stationary Noise		
Potential future development in the Specific Plan Update area facilitated by the proposed project could permanently increase ambient noise levels from stationary sources, in excess of established standards.	4.7-2a No new industrial facilities shall be constructed within 160 feet of any existing sensitive land use property line without the preparation of a dedicated noise analysis. This analysis shall document the nature of the industrial facility as well as "noise producing" operations associated with that facility. Furthermore, the analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify very specific measures to be employed by the industrial facility to ensure that these levels do not exceed those City noise requirements of 65 dBA CNEL. Such measures could include, but are not limited to, the use of enclosures for noisy pieces of equipment, the use of noise walls and/or berms for exterior equipment and/or on-site truck operations, and/or restrictions on hours of operations. No development permits or approval of land use applications shall be issued until the noted acoustic analysis is received and approved by the City Staff. [GPEIR MM N-10]	Less Than Significant With Mitigation Incorporated.
Long-Term Mobile Noise		
Potential future development in the Specific Plan Update area facilitated by the proposed project could permanently increase ambient noise levels from mobile sources (vehicular traffic and rail), in excess of established standards.	4.7-3a With respect to the proposed land uses, developers may specify increased setbacks such that they do not lie within the 65 dBA CNEL overlay zone residential and noise sensitive land uses depicted in the Proposed General Plan or the distances to both the MetroLink and Union Pacific Railroad tracks discussed in Section 5.4.3 (Railroad Noise Impacts on New, Proposed Land Uses) [Section 5.4.3 of the General Plan EIR]. This would ensure that any proposed land uses do not exceed the goals of the City General Plan Noise Element and would also ensure that any railroad vibration is reduced to less than a significant level. [GPEIR MM N-3]	Significant and Unavoidable Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	4.7-3b Prior to issuance of a grading permit, a developer shall contract for a site-specific noise study for the parcel. The noise study shall be performed by an acoustic consultant experienced in such studies and the consultant's qualifications and methodology to be used in the study must be presented to City staff for consideration. The site-specific acoustic study shall specifically identify potential noise impacts upon any proposed sensitive uses (addressing General Plan buildout conditions), as well as potential project impacts upon off-site sensitive uses due to construction, stationary and mobile noise sources. Mitigation for mobile noise impacts, where identified as significant, shall consider facility siting and truck routes such that project-related truck traffic utilizes existing established truck routes. Mitigation shall be required if noise levels exceed 65 dBA, as identified in Section 30-182 of the City's Municipal Code. [GPEIR MM N-5]	
Cumulative Impacts		
The proposed project would result in cumulatively considerable mobile noise impacts.	Refer to Mitigation Measures 4.7-1a through 4.7-3b.	Significant and Unavoidable Impact.
PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE		
Law Enforcement		
Future development associated with the proposed project would not significantly increase the demand for law enforcement services and related facilities within or in proximity to the site.	<p>4.8-1a The City shall continue to work towards a ratio of 1.4 sworn officers per 1,000 residents. [GPEIR MM P-1]</p> <p>4.8-1b The Fontana Police Department shall continue to expand its Area Commander Program to more effectively serve specific areas of the City. [GPEIR MM P-2]</p> <p>4.8-1c The Fontana Police Department shall expand its Contact Stations to more effectively serve outlying areas. [GPEIR MM P-3]</p> <p>4.8-1d The Fontana Police Department shall continue its School Resource Officer Program on all current and future middle school campuses. [GPEIR MM P-4]</p> <p>4.8-1e The Fontana Police Department shall continue its extensive volunteer crime prevention programs, including Citizen Volunteers, Explorers, Citizens on Patrol, Neighborhood Watch, Police Reserves, and Community Emergency. [GPEIR MM P-5]</p>	Less Than Significant With Mitigation Incorporated.



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Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.8-1f The Fontana Police Department shall continue its bilingual incentive program to more effectively serve the Latino community. [GPEIR MM P-6]</p> <p>4.8-1g The City shall maintain an average police and fire response time of 4 to 5 minutes. [GPEIR MM P-7]</p> <p>4.8-1h The City shall continue to promote the establishment of Neighborhood Watch programs in residential neighborhoods, aimed at encouraging neighborhoods to form associations to patrol or watch for any suspicious activity. [GPEIR MM P-8]</p> <p>4.8-1i The City shall incorporate appropriate staffing levels in the annual budget process keyed to City growth in population and employment. [GPEIR MM P-9]</p>	
Fire Protection and Emergency Medical Services		
Future development associated with the proposed project would not significantly increase the need for fire protection and emergency medical services, resulting in physical impacts upon the environment.	<p>4.8-2a The City shall maintain an average fire response time of 4 to 5 minutes. [GPEIR MM FS-1]</p> <p>4.8-2b The City shall continue to maintain an ISO fire rating of Class 3. [GPEIR MM FS-2]</p> <p>4.8-2c The City shall ensure that new fire stations are built in areas of new development so that response times are not eroded. [GPEIR MM FS-3]</p>	Less Than Significant With Mitigation Incorporated.
Public Education		
Future development associated with the proposed project would not significantly increase the demand for educational services and related facilities in the project area.	<p>4.8-3a Planning and development in the City shall continue to be integrated with the needs of school districts for new facilities. [GPEIR MM S-1]</p> <p>4.8-3b The City shall continue to support local school districts in their efforts to obtain additional funding sources, including special assessment districts and supplementary state and federal funding. [GPEIR MM S-2]</p> <p>4.8-3c The City shall establish and maintain effective joint use agreements with school districts serving the community to achieve optimum, cost effective use of school facilities. [GPEIR MM S-3]</p>	Less Than Significant With Mitigation Incorporated.



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Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.8-3d The City shall continue to withhold building permits until verification that applicable school fees have been collected by the appropriate school district. [GPEIR MM S-4]</p> <p>4.8-3e The City shall collaborate with school districts in designing adjacent school/recreation facilities to achieve maximum usability and cost effectiveness for both the City and the school districts. [GPEIR MM S-5]</p> <p>4.8-3f The City shall collaborate with school districts in expanding educational opportunities and programs that benefit from City facilities. [GPEIR MM S-6].</p>	
Library Services		
Future development associated with the proposed Specific Plan Update and Annexation Project would not significantly increase the demand for library services that would require construction of additional library facilities.	4.8-4a As part of future development and infrastructure projects within the Specific Plan Update area, the City shall continue to explore options to provide additional library service, through FUSD joint use agreements and/or City-sponsored facilities using General Fund or other revenue sources.	Less Than Significant With Mitigation Incorporated.
Parks and Recreation		
Future development associated with the Specific Plan Update and Annexation Project could result in significant impacts related to increased demand for parks and recreation facilities.	<p>4.8-5a A wide variety of parks and recreation facilities, including regional, community, neighborhood and sub-neighborhood parks, shall be provided throughout the City. [GPEIR MM PR-1]</p> <p>4.8-5b The design of all parks shall meet the particular needs of the specialized populations they serve, such as seniors, young adults, families, and children. [GPEIR MM PR-2]</p> <p>4.8-5c Barrier-free access to all parks shall be provided. [GPEIR MM PR-3]</p> <p>4.8-5d The park standards for the City shall be two-acres per thousand residents for community parks and three-acres per thousand for neighborhood parks. [GPEIR MM PR-4]</p> <p>4.8-5e Each park within the City shall provide a variety of activity options for users, including active and passive uses. [GPEIR MM PR-5]</p>	Significant and Unavoidable Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.8-5f The City shall reevaluate the design of each of its parks as part of the periodic update of its Parks, Recreation, and Trails Master Plan. [GPEIR MM PR-6]</p> <p>4.8-5g Each park within the City shall be evaluated for safety on a periodic basis. [GPEIR MM PR-7]</p>	
Electricity and Natural Gas		
Future development associated with the proposed project would not significantly increase the demand for electricity and natural gas supply above existing conditions upon implementation of recommended mitigation measures.	<p>4.8-6a The City should provide growth projections to utility companies periodically as the basis for their projection of facility and service needs to support community development. [GPEIR MM ES-1]</p> <p>4.8-6b The City shall coordinate the installation of utilities so that disruption of public rights of way and private property is kept to a minimum. [GPEIR MM ES-2]</p> <p>4.8-6c The City shall collaborate with utility companies to achieve the maximum undergrounding of utility lines commensurate with available funds. [GPEIR MM ES-3]</p>	Less Than Significant With Mitigation Incorporated.
Water		
Future developed associated with the proposed SWIP Specific Plan Update and Annexation Project would not significantly increase the demand for water and related facilities.	<p>4.8-7a The City shall work closely with water supply agencies to assure the continued supply of water. [GPEIR MM W-1]</p> <p>4.8-7b The City shall act to conserve water in whatever cost-effective ways are reasonably available. [GPEIR MM W-2]</p> <p>4.8-7c The City shall manager urban runoff to minimize water supply contamination. [GPEIR MM W-3]</p> <p>4.8-7d The City shall collaborate with water management authorities to devise and implement creative and cost-effective water management strategies. [GPEIR MM W-4]</p> <p>4.8-7e The City shall provide educational material to its residents and businesses regarding the critical necessity for careful use of water and management of water systems. [GPEIR MM W-5]</p>	Less Than Significant With Mitigation Incorporated.



Executive Summary

Impacts	Mitigation Measures	Level of Significance After Mitigation
Wastewater		
Future development associated with the proposed project could result in an increase in demand for wastewater services and facilities. However, recommended mitigation measures would reduce impacts to less than significant levels.	<p>4.8-8a The City shall maintain its current Master Plan of Sewers as the basis for development of a sewer system to serve the community. [GPEIR MM WW-1]</p> <p>4.8-8b The City shall design and operate its local and trunk sewer system in close collaboration with the IEUA. [GPEIR MM WW-2]</p> <p>4.8-8c The City shall establish and maintain an aggressive water recycling program. [GPEIR MM WW-3]</p> <p>4.8-8d The City shall devote sufficient financial support for wastewater system maintenance so that current levels of service, health, and safety are sustained or improved. [GPEIR MM WW-4]</p>	Less Than Significant With Mitigation Incorporated.
SOLID WASTE		
Future development associated with the proposed SWIP Specific Plan Update and Annexation Project would result in increased solid waste generation and demand for landfill capacity. However, recommended mitigation measures would reduce impacts to less than significant levels.	<p>4.8-9a The City shall continue to maintain a contractual arrangement that achieves maximum recycling rates at a reasonable price. [GPEIR MM SW-1]</p> <p>4.8-9b Where joint programs offer improvement efficiency or reduced cost, the City shall collaborate with other entities in recycling efforts. [GPEIR MM SW-2]</p> <p>4.8-9c The City shall continue to provide services to resident and business citizens that facilitate community cleanup, curbside collections and diversion of oil and other hazardous waste materials. [GPEIR MM SW-3]</p> <p>4.8-9d The City should maintain an aggressive public information program to stimulate waste reduction by its resident and business citizens. [GPEIR MM SW-4]</p>	Less Than Significant With Mitigation Incorporated.
Stormwater Drainage		
Future development associated with the proposed project would not result in significant impacts upon the environment due to the construction of new stormwater drainage facilities.	No mitigation is required.	Less Than Significant Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts		
The proposed project would not result in cumulatively considerable impacts to fire, police, schools, library, electricity, natural gas, water, wastewater, solid waste, and stormwater drainage facilities. However, despite recommended mitigation, a cumulatively considerable impact related to parks and recreation would remain.	Refer to Mitigation Measures 4.8-1a through 4.8-9d.	Significant and Unavoidable Impact.
TRAFFIC AND CIRCULATION		
Increased Traffic Volumes		
Project implementation of the project would result in a number of roadway and intersection deficiencies. Upon implementation of recommended mitigation measures, identified facilities would operate at a satisfactory LOS based on agency criteria. However, since the majority of these recommended improvements are either currently unfunded or only partially funded and two of the recommendations are situated outside of the City of Fontana's jurisdiction, implementation of these improvements cannot be assured. Thus, impacts in this regard are considered significant and unavoidable.	<p>4.9-1a Mulberry Avenue – Consistent with City of Fontana Circulation Master Plan, construct Mulberry Avenue connection from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Etiwanda Avenue and Cherry Avenue.</p> <p>4.9-1b Beech Avenue – Consistent with City of Fontana Circulation Master Plan, construct Beech Avenue from Slover Avenue to Valley Boulevard including an interchange with I-10. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity and freeway access, reducing forecast traffic on Cherry Avenue and Citrus Avenue.</p> <p>4.9-1c Jurupa Street between Etiwanda Avenue and Mulberry Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 4-lane divided roadway segment to a 6-lane divided roadway segment. This improvement is included in the City of Fontana 7-Year Capital Improvement Program, but is not yet fully funded.</p> <p>4.9-1d Mulberry Avenue between Slover Avenue and Jurupa Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4-lane undivided roadway segment.</p> <p>4.9-1e Jurupa Street between Mulberry Avenue and Cherry Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 4-lane divided roadway to a 6-lane divided</p>	Significant and Unavoidable Impact.



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>roadway. This improvement is included in the City of Fontana 7-Year Capital Improvement Program, but is not yet fully funded.</p> <p>4.9-1f Beech Avenue between Slover Avenue and Jurupa Street – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane divided roadway to a 4-lane divided roadway.</p> <p>4.9-1g Citrus Avenue between I-10 Eastbound Ramps and Santa Ana Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4 lane undivided roadway segment.</p> <p>4.9-1h Citrus Avenue between Santa Ana Avenue and Jurupa Street – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4 lane undivided roadway segment.</p> <p>4.9-1i Etiwanda Avenue/San Bernardino Avenue – Widen the northbound Etiwanda Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound San Bernardino Avenue approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the westbound San Bernardino Avenue signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Etiwanda Avenue.</p> <p>4.9-1j Etiwanda Avenue/East Airport Drive-Slover Avenue – Widen the northbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane.</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes.</p> <p>4.9-1k Etiwanda Avenue/Jurupa Street – Widen the eastbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</p> <p>4.9-1l Mulberry Avenue/Slover Avenue – In concert with construction of the extension of Mulberry Avenue north of Slover Avenue, widen the northbound Mulberry Avenue approach from one left-turn lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Construct and stripe the southbound Mulberry Avenue approach to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from two through lanes and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane and two through lanes to consist of one left-turn lane, two through lanes, and one right-turn lane. Additionally, modify the signal phasing to consist of protected left-turn phasing.</p> <p>4.9-1m Mulberry Avenue/Santa Ana Avenue – Widen the northbound Mulberry Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Re-stripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the westbound Santa Ana Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Additionally, modify the east-west signal phasing from permitted left-turns to protected left-turns.</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.9-1n Mulberry Avenue/Jurupa Street – Modify the northbound Mulberry Avenue signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Jurupa Street. Widen the southbound Mulberry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the southbound Mulberry Avenue signal phasing to include a southbound right-turn overlap, which will preclude U-turn movement from eastbound to westbound Jurupa Avenue. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</p> <p>4.9-1o Banana Avenue/Valley Boulevard – Signalize the Banana Avenue/Valley Boulevard intersection. According to the City of Fontana, the Banana Avenue/Valley Boulevard intersection satisfies traffic signal warrants and is in the pre-construction phase.</p> <p>4.9-1p Cherry Avenue/Valley Boulevard – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Valley Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.</p> <p>4.9-1q Cherry Avenue/Slover Avenue – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, four through lanes and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, four through lanes, and two right-turn lanes.</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes.</p> <p>4.9-1r Cherry Avenue/Jurupa Street – Widen the northbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes. Widen the eastbound Jurupa Avenue approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</p> <p>4.9-1s Beech Avenue/Valley Boulevard – Signalize the Beech Avenue/Valley Boulevard intersection. Widen the northbound Beech Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.</p> <p>4.9-1t Beech Avenue/Slover Avenue – Signalize the Beech Avenue/Slover Avenue intersection. Widen the northbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from one left-turn lane, one through lane, and one shared</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.</p> <p>4.9-1u Beech Avenue/Santa Ana Avenue – Signalize the Beech Avenue/Santa Ana Avenue intersection.</p> <p>4.9-1v Beech Avenue/Jurupa Street – Signalize the Beech Avenue/Jurupa Street intersection. Widen the eastbound Jurupa Street approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.</p> <p>4.9-1w Citrus Avenue/Valley Boulevard – Widen the northbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Valley Boulevard approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and two right-turn lanes.</p> <p>4.9-1x Citrus Avenue/Slover Avenue – Widen the northbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.</p> <p>4.9-1y Citrus Avenue/Santa Ana Avenue – Signalize the Citrus Avenue/Santa Ana Avenue intersection. Widen the northbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the eastbound Santa Ana Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Re-stripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.</p> <p>4.9-1z Citrus Avenue/Jurupa Street – Signalize the Citrus Avenue/Jurupa Street intersection. Widen the southbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.</p> <p>4.9-1aa Sierra Avenue/Slover Avenue – Widen the eastbound Slover Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</p> <p>4.9-1bb Sierra Avenue/Jurupa Street – Widen the southbound Sierra Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lane, two through lanes, and two</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>right-turn lanes. Widen the eastbound Jurupa Street approach from one left-turn lane, one shared left-turn/through lane, one through lane, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Improvements have recently been constructed at this intersection satisfying the lane configuration recommended.</p> <p>4.9-1cc Armstrong Road/SR-60 Eastbound Ramps – Contribute towards preparation of a Project Study Report to improve operations, circulation, and access at the Armstrong Road/SR-60 interchange.</p> <p>4.9-1dd Cypress Avenue – Consistent with City of Fontana Circulation Master Plan, construct Cypress Avenue from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Cherry Avenue and Citrus Avenue.</p> <p>4.9-1ee Country Village Road between Philadelphia Avenue and SR-60 Westbound Ramps – Consistent with the County of Riverside Circulation Master Plan, widen the study roadway segment from a 4-lane undivided roadway segment to a 6 lane divided roadway segment. Since this improvement is within the jurisdiction of the recently incorporated City of Jurupa Valley, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.</p> <p>4.9-1ff San Bernardino Avenue between Cherry Avenue and Fontana Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane divided roadway to a 4-lane divided roadway. Since this improvement is within the jurisdiction of the County of San Bernardino, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the</p>	



Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.</p> <p>4.9-1gg Jurupa Street between Cherry Avenue and Citrus Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 5-lane divided roadway to a 6-lane divided roadway. A portion of this improvement has recently been implemented by the City of Fontana providing the capacity for a 6-lane roadway between Poplar Avenue and Citrus Avenue.</p> <p>4.9-1hh Jurupa Street between Citrus Avenue and Sierra Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 5-lane divided roadway to a 6-lane divided roadway. This improvement has recently been implemented by the City of Fontana providing the capacity for a 6-lane roadway between Citrus Avenue and Sierra Avenue.</p> <p>4.9-1ii I-15 Southbound Ramps/Jurupa Street – Widen the southbound I-15 Southbound Off-Ramp from one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane.</p> <p>4.9-1jj Commerce Way/Ontario Mills Parkway – Widen the northbound Commerce Way approach from two left-turn lanes, one through lane, and one right-turn lane.</p> <p>4.9-1kk Cherry Avenue/San Bernardino Avenue – Widen the eastbound San Bernardino Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.</p> <p>4.9-1ll Cherry Avenue/Santa Ana Avenue – Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.</p>	



Executive Summary

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>4.9-1mm Prior to issuance of a grading permit, applicants for future development associated with the proposed project shall prepare site-specific traffic studies, to the satisfaction of the City's Engineering Department. As determined by these subsequent traffic studies, traffic improvements identified as mitigation measures in this Program EIR shall be implemented as a condition of the approved future development project, either through direct construction by the project applicant and/or through development impact fees.</p> <p>4.9-1nn The City of Fontana shall perform monitoring of traffic generation and phasing of development within the project area to defer or eliminate identified improvements due to potential circulation impact changes or reduced land use intensities. This monitoring shall be achieved through project-specific traffic studies tied to future development within the Specific Plan Update area with land use in excess of 100,000 square feet of non-residential land use.</p>	
Increased Hazards		
Future projects associated with the proposed project would not increase hazards due to a design feature impacting pedestrian access and safety.	No mitigation is required.	Less Than Significant Impact.
Emergency Access		
Development associated with the Specific Plan Update and Annexation Project would not result in significant impacts to emergency access.	No mitigation is required.	Less Than Significant Impact.
Cumulative Impacts		
Project implementation of the project would result in a number of roadway and intersection deficiencies. Upon implementation of recommended mitigation measures, identified facilities would operate at a satisfactory LOS based on agency criteria. However, since the majority of these recommended improvements are either currently unfunded or only partially funded and two of the recommendations are situated outside of the City of Fontana's jurisdiction, implementation of these improvements cannot be assured. As such, the cumulative effects of the proposed project are considered considerable.	Refer to Mitigation Measures 4.9-1a through 4.9-1nn.	Significant and Unavoidable Impact.



1.0 Introduction and Purpose



Introduction and Purpose

Section 1.0

1.1 PROJECT INTRODUCTION

The Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Project is generally located within the southwestern portion of the City of Fontana (City) and County of San Bernardino, California. The project site is bordered by Mulberry Avenue and the Fontana Gateway Specific Plan area to the west, Citrus Avenue to the east, Jurupa Avenue to the south, and Interstate 10 (I-10) to the north, with two small portions just north of I-10.

The SWIP Specific Plan was adopted by the City on December 6, 1983, to develop the City's industrial uses south of I-10. The SWIP Specific Plan originally encompassed approximately 1,800 acres. Since its adoption, the SWIP Specific Plan has been amended 14 times, with the most recent amendment occurring in early 2008. These amendments have accommodated past annexations into the Specific Plan area, changes in land use designations, and modifications to design and land use regulations. In recent years, the City of Fontana has annexed large portions of land from the County of San Bernardino. Many of the parcels annexed into the SWIP Specific Plan area were developed under San Bernardino County regulations and do not conform with current City regulations.

Due to the age of the SWIP Specific Plan and changes that have occurred within the project area, the City has determined that the Specific Plan should be comprehensively revised to update land uses, regulations, and development standards. In addition, the SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas within the Specific Plan.

Currently, the Specific Plan encompasses approximately 1,793 acres. The proposed project would result in an increase of approximately 1,318 acres (of which 472 acres are currently located within unincorporated San Bernardino County), for a total Specific Plan area of approximately 3,111 acres. The City has developed a total of nine land use districts within the Specific Plan Update area that are intended to provide comprehensive policy and regulatory guidance, unique to each area within the Specific Plan. A complete description of the proposed project is provided in Section 2.0, *Project Description*, of this Program Environmental Impact Report (EIR).

1.2 PURPOSE OF THE EIR

Section 21065 of the California Environmental Quality Act (CEQA) defines a "project" as an activity which may cause either direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:



1. An activity directly undertaken by any public agency.
2. An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
3. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Since the SWIP Specific Plan Update and Annexation Project is an activity that could result in reasonably foreseeable indirect physical change in the environment within the Specific Plan Update area, and is an activity directly undertaken by a public agency, the project qualifies as a “project” pursuant to Section 21065 of CEQA and Section 15378 of the *CEQA Guidelines* and is subject to environmental review mandated by CEQA.

This Program EIR has been prepared in accordance with CEQA (*Public Resources Code*, Sections 21000 et. seq.), the *CEQA Guidelines* (*California Code of Regulations*, Title 14, Sections 15000 et. seq.), and the City’s CEQA guidelines and procedures to assess the potential environmental effects arising out of the proposed project. As required by CEQA, this Program EIR serves to (1) assess the expected direct, indirect, and cumulative impacts of the proposed project; (2) identify means of avoiding or minimizing potential adverse environmental impacts; and (3) evaluate a reasonable range of alternatives to the proposed project, including the No Project alternative.

As the public agency with the principal responsibility for carrying out or approving the proposed project and conducting the environmental review, the City is the Lead Agency as defined by Section 15367 of the *CEQA Guidelines*. In compliance with California’s *Public Resources Code* (*PRC*) Section 21002.1, the City, as Lead Agency, has prepared this Program EIR for the following purposes:

1. To inform the general public, the local community, responsible and interested public agencies and the City’s decision-making bodies and other organizations, entities, and interested persons of the scope of the proposed project, its potential environmental effects, possible measures to reduce potentially significant environment impacts, and alternatives that could reduce or avoid the significant effects of the proposed project.
2. To enable the City to consider environmental consequences when deciding whether to approve the proposed project.
3. To satisfy the substantive and procedural requirements of CEQA.

CEQA charges public agencies with the duty to substantially reduce or avoid significant environmental effects where feasible for projects subject to CEQA (refer to *PRC* Section 21004, *CEQA Guidelines* Sections 15002[a][3] and 115021[a][2]). In discharging this duty, the public agency has an obligation to balance a variety of public objectives, taking into account economic, environmental, and social issues. The Program EIR is intended to serve as an informational document that informs public agency decision-makers and the general public of the potentially



significant effects of a project and the ways in which those potential effects can be reduced to a less than significant level either through the imposition of mitigation measures or through the implementation of specific alternatives to the project as proposed. In the most practical sense, the Program EIR functions as a vehicle for fact-finding, allowing an applicant, the general public, and public agency staff an opportunity to collectively review and evaluate baseline conditions and project effects through a process of full and objective disclosure. Additionally, the Program EIR serves as a primary source of environmental information about the project, which the Lead Agency is required to consider when exercising any permitting authority or discretionary approval power directly related to implementation of the proposed project.

1.3 PUBLIC SCOPING

Pursuant to the *CEQA Guidelines*, the City initiated the project environmental review process and distributed the Expanded Notice of Preparation (NOP) on September 22, 2009 for a 30-day public review period; refer to Appendix A, NOP and Comments. In addition, two public scoping meetings were held on the afternoon and evening of October 5, 2009. Issues identified during the scoping meetings and in the comment letters included:

COMMENT	EIR SECTION WHERE COMMENT IS ADDRESSED
AESTHETICS	
The project may result in nighttime glare effects through new development.	<u>Section 4.1, <i>Aesthetics, Light, and Glare</i></u>
CULTURAL RESOURCES	
The proposed project may result in impacts to Native American resources.	<u>Section 4.4, <i>Cultural Resources</i></u>
HAZARDS AND HAZARDOUS MATERIALS	
The project may result in impacts related to hazardous materials utilized during long-term operations.	<u>Section 4.5, <i>Hazards and Hazardous Materials</i></u>
NOISE	
The project may create noise impacts to sensitive receptors due to increased traffic, including nearby schools.	<u>Section 4.7, <i>Noise</i></u>
PUBLIC SERVICES, UTILITIES AND INFRASTRUCTURE	
The project may result in adverse impacts to existing landfill capacity and waste hauling operations.	<u>Section 4.8, <i>Public Services, Utilities, and Infrastructure</i></u>
TRAFFIC AND CIRCULATION	
The project may create traffic impacts along local roadways, including corridors that connect to Interstate 10.	<u>Section 4.9, <i>Traffic and Circulation</i></u>
The project may create safety issues associated with heavy truck operations in the Specific Plan Update area.	<u>Section 8.0, <i>Effects Found Not To Be Significant</i></u>

The City determined that the project may result in significant adverse effects and therefore requires an EIR. This Draft Program EIR includes pertinent NOP response data and other information obtained throughout the EIR preparation process. As part of the review process, the Draft Program EIR is subject to a 45-day review period by the State Clearinghouse, responsible and trustee agencies, and other interested parties. Following the review period of this Draft Program EIR, written responses to comments will be prepared, a copy of which is required to be provided to any responsible or trustee agency commenting on the Draft Program EIR, at least 10

days before EIR certification. The Final Program EIR will consist of the Draft Program EIR, any revisions to the Draft, responses to comments addressing any additional concerns of responsible agencies or reviewing parties, as well as additional environmental review documents as determined appropriate by the City, such as staff reports, resolutions, and public meeting minutes.

1.4 CONTENT OF THE EIR

The scope of the Program EIR includes assessment and evaluation of potentially significant environmental effects that were identified in the Expanded NOP and/or in responses received by the City to the Expanded NOP, as well as the input received at two scoping meetings conducted for the project. A summary of comments received at the public scoping meetings and in response to the NOP are described in Section 1.3, *Public Scoping*, above. Section IV of the Expanded NOP (Potential Environmental Effects of the Project) identified the following preliminary CEQA issue areas for consideration of potential impacts as part of the Program EIR:

1. Aesthetics, Light, and Glare (refer to Section 4.1 of this EIR);
2. Air Quality (refer to Section 4.2 of this EIR);
3. Biological Resources (refer to Section 4.3 of this EIR);
4. Cultural Resources (refer to Section 4.4 of this EIR);
5. Hazards and Hazardous Materials (refer to Section 4.5 of this EIR);
6. Land Use and Relevant Planning (refer to Section 4.6 of this EIR);
7. Noise (refer to Section 4.7 of this EIR);
8. Population and Housing (refer to Section 6.0 of this EIR);
9. Public Services and Utilities (refer to Section 4.8 of this EIR);
10. Transportation and Circulation (refer to Section 4.9 of this EIR);
11. Growth-Inducing Impacts (refer to Section 6.0 of this EIR);
12. Cumulative Impacts (refer to Sections 4.1 through 4.9 of this EIR); and
13. Project Alternatives (refer to Section 7.0 of this EIR).

This Program EIR evaluates the direct, indirect, and cumulative impacts using the most current information available and in accordance with the provisions of the *CEQA Guidelines*. In preparing the Program EIR, pertinent City policies and guidelines, existing related EIRs, and other background documents prepared by the City, outside consultants, and responsible agencies were researched and evaluated for applicability to the proposed project. A full reference list is found in Section 10.0, *Bibliography*.



Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan) with later environmental documents on narrower projects, incorporating by reference the general discussions from the broader EIR. Where a Lead Agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a specific plan, the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the Lead Agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.¹ The proposed SWIP Specific Plan Update and Annexation includes the addition of approximately 1,318 acres of territory, of which 472 acres is currently located within unincorporated San Bernardino County. The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures provided within Section 4, *Environmental Analysis*, have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received. The detailed project-level environmental analysis of site-specific projects occur in conjunction with the entitlement process required for each individual project.

All environmental effects associated with agriculture/forest resources, geology and soils, hydrology and water quality, and mineral resources were determined to be “Effects Not Found to Be Significant” pursuant to Section 15128 of the *CEQA Guidelines* and are not addressed further in this Program EIR. Section 7.0 of this Program EIR details the reasons for this determination.

1.5 EIR PROCESS

As noted, the Program EIR process provides an opportunity for the public to review and comment on the potential environmental effects of the proposed project and to further inform the environmental analysis. The NOP process was used to determine what aspects of the proposed project, either individually or cumulatively, could cause a significant adverse effect on the environment so as to narrow the focus (or scope) of the environmental analysis.

As stated above, the Expanded NOP was filed with the California Office of Planning and Research (OPR) State Clearinghouse on September 22, 2009 as notice that an EIR would be prepared for the proposed project. In turn, the State Clearinghouse distributed the NOP to State agencies and interested parties for a 30-day public review period that began on September 22, 2009 and ended on October 29, 2009. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis in the Draft Program EIR. The City received eight comment letters in response to the NOP. Additional comments were received at two scoping meetings conducted on October 5, 2009. Copies of the above referenced comment letters are included in Appendix A of this Program EIR.

¹ *CEQA Guidelines*, Section 15152(c), Tiering, 2010.



As part of the review process, a Draft Program EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 45 days. During this 45-day EIR public review period, copies of the Draft Program EIR will be available for review at the locations listed in the Notice of Availability (which can be found on the City's website at www.fontana.org).

After the close of the EIR public comment period, response to written comments on the project's environmental effects will be prepared and published. A Final Program EIR, consisting of this Draft Program EIR, comments on the Draft Program EIR, written response to those comments, and the Mitigation Monitoring and Reporting Program (MMRP), which describes the timing and process required to ensure implementation of mitigation measures or project requirements, will be considered for certification by the City at public hearings before the Planning Commission and City Council.

According to *PRC* Section 21091, the Lead Agency must make specific Findings of Fact (Findings) before approving the Final Program EIR when the Final Program EIR identifies significant environmental impacts that may result from a project. The purpose of the Findings is to establish the connection between the contents of the Final Program EIR and the action of the Lead Agency to approve or reject the proposed project. Prior to approval of a project, Section 15090 of the *CEQA Guidelines* requires that the Lead Agency make one of three findings:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effects identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding; such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final Program EIR.

PRC Section 21081.6 requires that the Lead Agency include a MMRP for projects in which significant impacts will be avoided or reduced by the implementation of mitigation measures. The purpose of the MMRP is to ensure compliance with requirement mitigation measures during implementation of the proposed project.

It is not always possible to mitigate a project's environmental impacts to a less-than-significant level. When this occurs, such impacts are considered significant and unavoidable. If a public agency approves a project that has significant and unavoidable impacts, the agency shall state in writing the specific reason for approving the project based on the Final Program EIR and any other information in the public record. This is termed a "Statement of Overriding Considerations" (SOC). The SOC explains the specific reasons why the benefits of a proposed project make its unavoidable environmental effects acceptable.

1.6 DRAFT EIR ORGANIZATION

The Draft Program EIR is organized into 10 sections:

- Section S.0, *Executive Summary*, provides a brief project description a summary of the project's environmental impacts, and mitigation measures for each impact.
- Section 1.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 2.0, *Project Description*, provides a detailed project location; background and history; project characteristics; project objectives, proposed Specific Plan updates; details regarding annexation of areas currently outside of the city; intended uses of the Draft Program EIR; and anticipated public agency actions. The *Project Description* also describes the character of the project area, including the physical setting, as well as anticipated future development within the Specific Plan area.
- Section 3.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 4.0, *Environmental Analysis*, discusses the existing conditions for each environmental issue area. This section describes the methodology for significance determination; identifies short-term and long-term environmental impacts associated with the project and their level of significance before mitigation; recommends feasible mitigation measures to reduce the significance of project impacts; and, identifies areas of unavoidable significant impacts after mitigation.
- Section 5.0, *Other CEQA Considerations*, discusses the significant environmental changes that would be involved in the proposed action, should it be implemented, and potential cumulative impacts associated with concurrent development on surrounding lands, consistent with the future build-out of the *General Plan*.
- Section 6.0, *Growth-Inducing Impacts of the Proposed Action*, discusses the project's potential to foster future economic or population growth, or the construction of additional housing, in the surrounding environment.
- Section 7.0, *Alternatives to the Proposed Action*, describes alternatives to the project, some of which may be considered during project deliberations.
- Section 8.0, *Effects Found Not To Be Significant*, provides an explanation of potential impacts that have been determined not to be significant in the Expanded NOP.
- Section 9.0, *Organizations and Persons Consulted*, identifies the co-lead agencies; preparers of the EIR; and, all Federal, State and local agencies and other organizations and individuals consulted during preparation of the Program EIR.
- Section 10.0, *Bibliography*, identifies reference sources utilized for the Program EIR.
- The *Appendices* contain the Expanded NOP, public scoping documents, NOP comment letters received by the City, and technical support data.



1.7 INCORPORATION BY REFERENCE

In accordance with *CEQA Guidelines*, Section 15150, this Program EIR incorporates by reference the following documents (available for review at the City of Fontana, Department of Community Development - Planning Division, located at 8353 Sierra Avenue, Fontana, CA 92335).

City of Fontana Development Code (Section 30). The *Development Code* of the City of Fontana is that portion of the Municipal Code that prescribes and restricts what landowners can do with their properties and includes standards for the allowed uses of land; building size, shape, and placement; basic architectural and landscape guidelines; and, performance.

City of Fontana General Plan, 2003. The *City of Fontana General Plan* is a policy-planning document that provides a long-term outlook for the future of the City. The *City of Fontana General Plan* includes land use designations and pre-zoning for areas which, at the time of its adoption, were outside of the City's municipal boundaries but within its designated sphere of influence. This document is available online at <http://www.fontana.org>. Information contained within the *General Plan* has been incorporated herein, as it is the primary source for City policies, objectives, and citywide planning analysis.

City of Fontana General Plan EIR, 2003. The *City of Fontana General Plan EIR* summarizes potential environmental impacts associated with implementation of the *City of Fontana General Plan*, including growth-inducing and cumulative impacts. The proposed project would require an amendment to the City's *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the programmatic analysis and mitigation provided in the *General Plan EIR* is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis* of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.

Southwest Industrial Park Specific Plan, 1983 et. seq. The *SWIP Specific Plan* was originally adopted in 1983 to develop the City's industrial uses south of I-10. The SWIP Specific Plan originally encompassed approximately 1,800 acres. Since its adoption, the SWIP Specific Plan has been amended 14 times, with the most recent amendment occurring in early 2008. The overall goal of the *SWIP Specific Plan* is to provide for the development of the project area in a coordinated manner which leads to the creation of an attractive environment. The specific performance, design, and use controls established by the *Specific Plan* are intended to guide every aspect of plan review, development, and use of property within the project area.

Southwest Industrial Park Draft Specific Plan Update, 2011. The *SWIP Draft Specific Plan Update* expands the boundaries of the previously-prepared *SWIP Specific Plan* to include a total



of approximately 3,111 acres. The *SWIP Draft Specific Plan Update* also includes the annexation of approximately 472 acres of property currently within the County of San Bernardino. Due to the age of the *SWIP Specific Plan* and changes that have occurred within the project area, the City has determined that the *SWIP Specific Plan* should be revised to update land uses, regulations, and development standards. In addition, the *SWIP Draft Specific Plan Update* would promote orderly and compatible growth in newly annexed areas as well as older areas within the project area. The *SWIP Specific Plan Update* is the subject of this EIR; refer to Section 2.0, *Project Description*, for additional information.

Redevelopment Plan for the Southwest Industrial Park Project, 1977 et. seq. The *Redevelopment Plan for the SWIP* is a conceptual revitalization plan that is process-oriented and provides basic framework through which specific development projects will be proposed as a catalyst to accomplish redevelopment, rehabilitation, and revitalization in the City of Fontana.

City of Fontana Plan for Services for the Proposed Annexation of Unincorporated Island Areas, 2005. The *Plan for Services (Plan)* was prepared in 2005 as part of the City's proposed annexation of thirty two unincorporated islands located in the City's Sphere of Influence (SOI). The *Plan* addresses the level and range of each municipal service to be provided by the City or other Agencies to the annexed territory; assesses the feasibility of extending those services; identifies improvements for public facilities; provides estimated costs and measures of financing; identifies whether an annexation territory is, or will be, proposed for inclusion within an existing or proposed improvement zone/district; redevelopment area; assessment district or community facilities district; and, provides an assessment of the availability of retail water.

County of San Bernardino General Plan, March 13, 2007. The policies and programs contained in the *County of San Bernardino General Plan* underlie most land use decisions within unincorporated County areas. The *County of San Bernardino General Plan* is intended to benefit the County through the following: identify the community's land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development; form the basis for local government decision-making, including decisions on proposed development; provide residents with opportunities to participate in the planning and decision-making processes of their community; and inform residents, developers, decision makers, and other cities and counties of the ground rules that guide development within the community.

County of San Bernardino General Plan Final EIR, February 2007. The *County of San Bernardino General Plan Final EIR* provides an analysis of the potential environmental effects associated with implementation of the *County of San Bernardino General Plan*. The main objectives of the *County of San Bernardino General Plan EIR* are to: disclose to decision-makers and the public the significant environmental affects of proposed project activities; to identify ways to avoid or reduce environmental damage; to prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures; to foster interagency coordination in the review of projects; and to enhance public participation in the planning process.



Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Final Program EIR Addendum, 2008. The *SCAG RTP Final Program EIR Addendum* analyzes the effects of implementation of SCAG's 2008 RTP. The 2008 RTP is a long-range regional transportation plan that provides a blueprint to help achieve a coordinated regional transportation system. The 2008 RTP includes a policy element that is shaped by goals, policies and performance indicators, an action element that identifies specific projects, programs and implementation, and a description of regional growth trends that identifies future needs for travel and goods movement. The *SCAG RTP Final Program EIR Addendum* serves as an informational document to inform decision makers and the public of the potential environmental consequences of approving the proposed RTP. The document includes mitigation measures designed to help avoid or minimize significant environmental impacts.



2.0 Project Description



Project Description

Section 2.0

2.1 PROJECT CONTEXT

This Program Environmental Impact Report (EIR) assesses the potential environmental impacts of the proposed Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Project, which would add a total of 1,318 acres to the existing Specific Plan area, including the annexation of 472 acres into the City of Fontana (City).

The SWIP Specific Plan was originally created by the City on December 6, 1983, and was intended to develop the City's industrial uses south of Interstate 10 (I-10). The SWIP Specific Plan originally encompassed approximately 1,800 acres. Since its adoption, the SWIP Specific Plan has been amended 14 times, with the most recent amendment occurring in early 2008. These amendments have accommodated past annexations into the Specific Plan area, changes in land use designations, and modifications to design and land use regulations. In recent years, the City has annexed large portions of land from the County of San Bernardino. Many of the parcels annexed into the SWIP Specific Plan area were developed under San Bernardino County regulations and do not conform with current City regulations.

Due to the age of the SWIP Specific Plan and changes that have occurred within the project area, the City has determined that the Specific Plan should be revised to update land uses, regulations, and development standards. In addition, the SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas within the Specific Plan.

2.2 PROJECT LOCATION

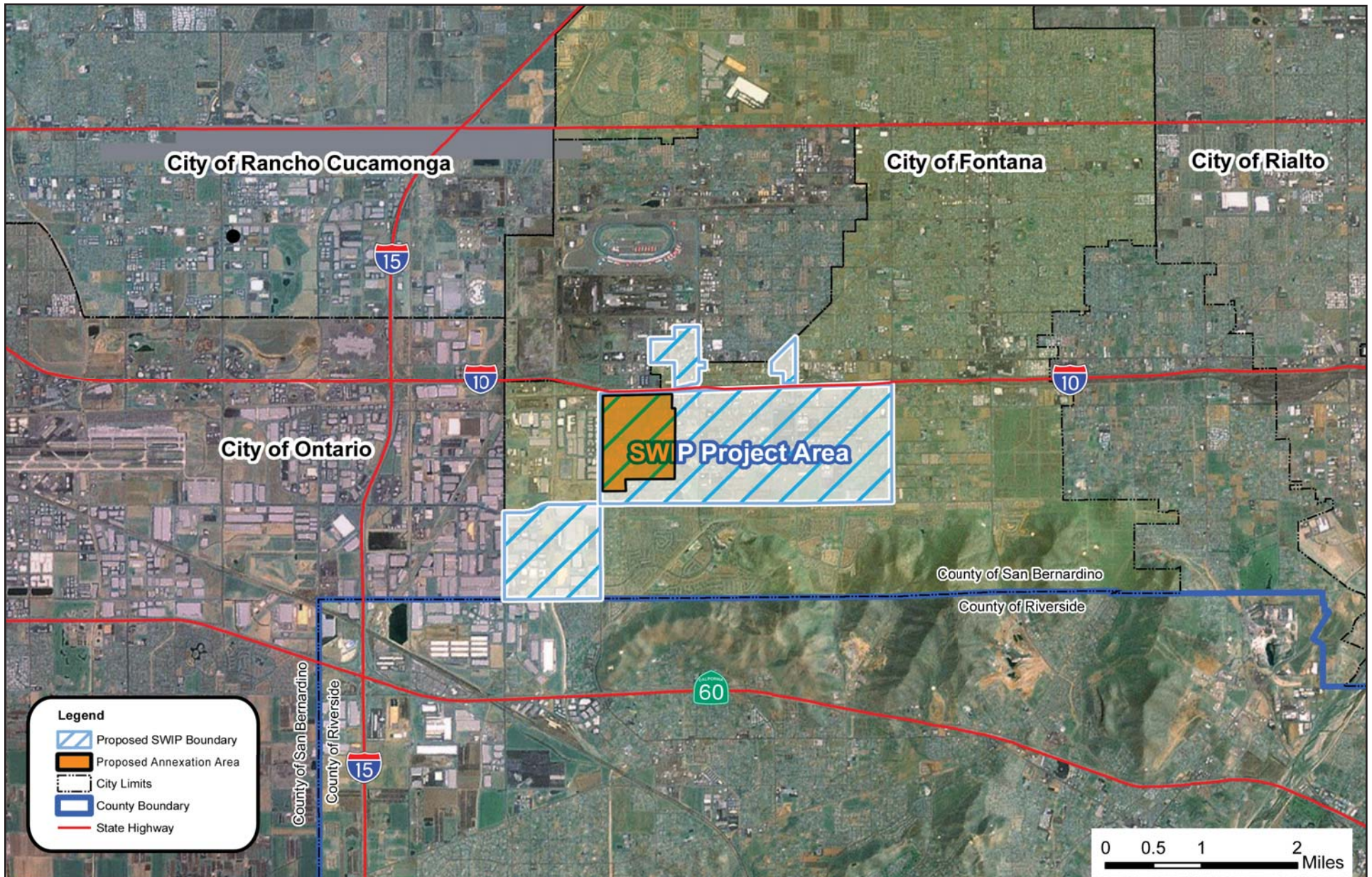
The approximately 3,111-acre SWIP Specific Plan Update and Annexation Area is located within the southwestern portion of the City of Fontana and County of San Bernardino, California. The project site is located along I-10, east of Interstate 15 (I-15), and north of State Route 60 (SR-60). Fontana is bounded by unincorporated San Bernardino County to the north, Rancho Cucamonga and Ontario to the west, unincorporated Riverside County to the south, and Rialto and unincorporated San Bernardino County to the east.

The project site is an irregularly-shaped area, generally situated along the I-10 corridor. The majority of the site is located south of I-10, with the exception of two small areas extending to the north of the freeway; refer to Exhibit 2-1, Regional Vicinity Map.

The project site is bounded by Mulberry Avenue and the Fontana Gateway Specific Plan area to the west, Citrus Avenue to the east, Philadelphia Avenue to the south, and I-10 to the north with two small portions of the site immediately north of I-10; refer to Exhibit 2-2, Local Vicinity Map.



Exhibit 2-1



Source: Eagle Aerial, 2007.

2.3 ENVIRONMENTAL SETTING

The City is set on an alluvial plain flowing southward from the confluence of Lytle Creek and the San Sevaine Wash. The San Bernardino and San Gabriel Mountains to the north and the Jurupa Mountains to the south provide a dramatic backdrop for the developed areas of the City. In the early 1900s, Fontana was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942, the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill, located on an 880-acre site on and around what is now Auto Club Speedway. By the 1950s, Fontana was the region's leading producer of steel and steel-related products. Much of the steel required to support the United States military build-up during World War II was produced at the Kaiser Steel Mill. In 1984, the Kaiser Steel Mill closed, and the plate steel and rolling mill plants were both acquired by California Steel Company, which continues to produce steel products today. However, the closure of the Kaiser facility in 1984 initiated a shift in industrial services towards trucking and logistics-based distribution.

Today, Fontana is both a bedroom community, with a commuting population of workers, and, due to its suburban location near several major freeway and rail transportation corridors, is also a major Inland Empire hub of employment, warehousing and distribution centers. These uses are located primarily in the City's southern half, adjacent to the I-10 corridor, where the majority of the SWIP Specific Plan Update and Annexation area exists. Heavy industrial areas surround the former Kaiser Steel Mill and along the I-10 corridor between Valley Boulevard and Slover Avenue.

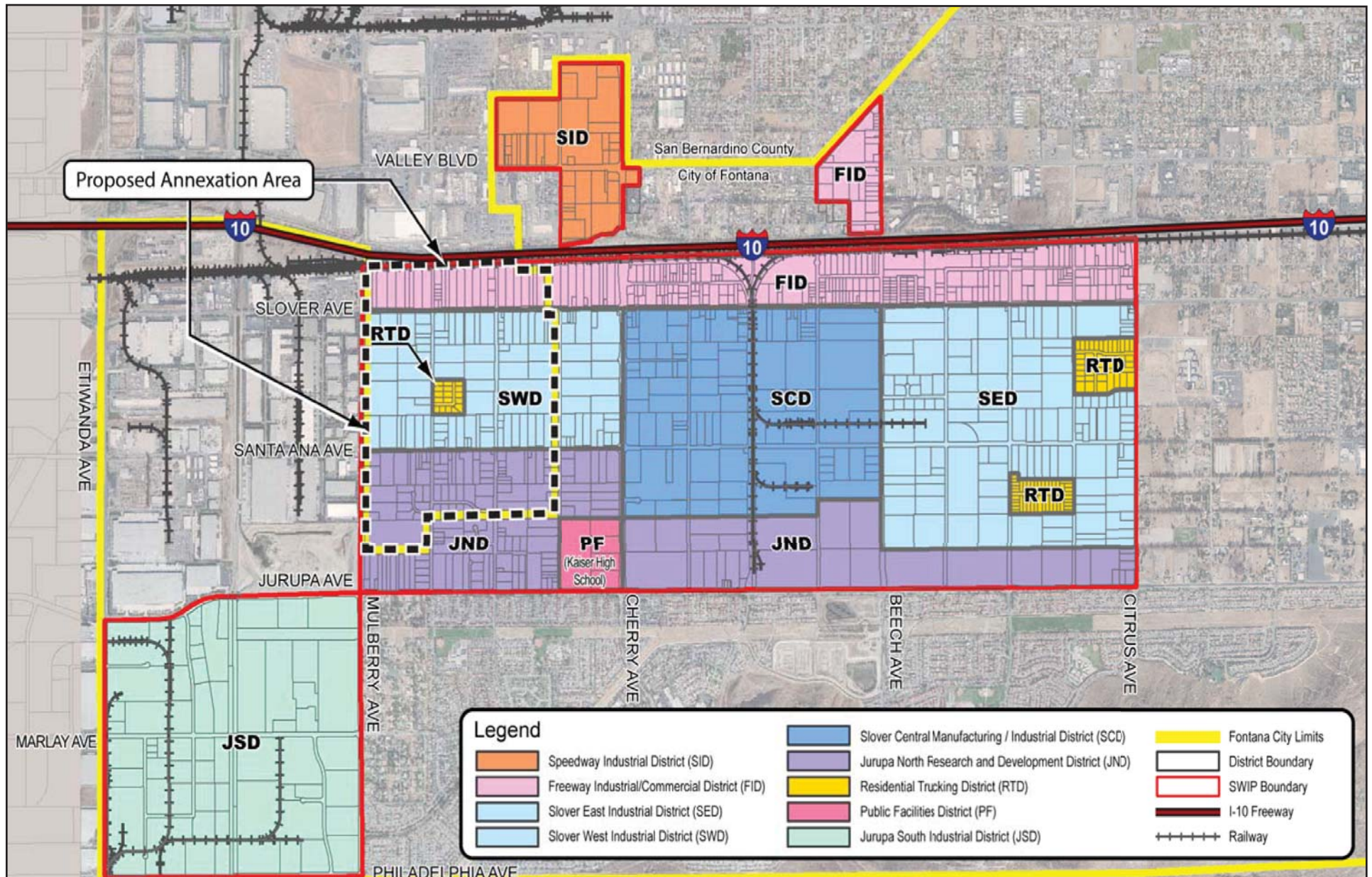
As part of the SWIP Specific Plan Update, the proposed project site has been divided into a total of nine districts, based on proposed land uses. For the purposes of describing the existing environmental setting of the project site, these nine districts are utilized to logically separate geographical areas. The proposed districts are depicted in Exhibit 2-3, Land Use Plan. A description of uses proposed under the Land Use Plan is provided under Section 2.4, Project Characteristics, below.

SPEEDWAY INDUSTRIAL DISTRICT (SID)

The Speedway Industrial District is one small area located north of I-10. This district is 126.2 acres in size and is generally situated between Cherry Avenue and Banana Avenue. This area has been completely developed and urbanized. Due to its proximity to I-10, this area is occupied primarily by warehousing, distribution, and other truck-related industrial uses. A limited number of commercial uses are situated along the western side of Cherry Boulevard, near its intersection with Valley Boulevard. Valley Boulevard provides parallel access to I-10 through the area.

FREEWAY INDUSTRIAL COMMERCIAL DISTRICT (FID)

The 333.7-acre Freeway Industrial Commercial District is composed of two segments, with the smaller segment occurring north of I-10, and the larger segment south of I-10. The northern segment is located immediately north of I-10, generally between Beech Avenue and Hemlock



Source: City of Fontana, October 2011.

NOT TO SCALE



10/11 • JN 65-100340

SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Land Use Plan

Exhibit 2-3



Avenue. This area has developed primarily with warehousing, distribution, and other truck-related industrial uses. A cluster of single-family residential units exist within the northern portion of the area, north of I-10. Numerous additional single-family residential units exist south of I-10, within the northeastern corner of the project site and along the northern frontage of Slover Avenue. Numerous undeveloped parcels exist within this district. Valley Boulevard provides parallel access to I-10 through the area.

SLOVER WEST INDUSTRIAL DISTRICT (SWD)

The Slover West Industrial District is 289.1 acres in size and is situated south of I-10. It is located south of Slover Avenue, north of Santa Ana Avenue, east of Mulberry Avenue, and west of Cherry Avenue. This district is developed primarily with warehousing, distribution, and other industrial uses. A self-storage facility is situated at the northeastern corner of Mulberry Avenue and Santa Ana Avenue. Several single-family residential units are located sporadically throughout this area, with the majority located northeast of the Calabash Avenue/Santa Ana Avenue intersection. An undeveloped parcel (former agricultural use) is located at the northeastern corner of the district, at the intersection of Slover Avenue and Cherry Avenue.

SLOVER CENTRAL MANUFACTURING/ INDUSTRIAL DISTRICT (SCD)

The Slover Central Manufacturing/Industrial District is 423.7 acres in size. Generally, it is situated south of Slover Avenue, east of Cherry Avenue, and west of Beech Avenue. This area's southern boundary is not located along a roadway, but is located approximately ¼-mile north of Jurupa Avenue. While this district is similar to the remainder of the project site in that it is developed with warehousing, distribution, and other industrial uses, there are multiple undeveloped areas (former agricultural parcels) throughout the district, with the majority of them concentrated in the northwestern corner of the area. Single-family residential uses are also located sporadically throughout the district, with the majority located along Live Oak Avenue (near its intersection with Slover Avenue) and Santa Ana Avenue (near its intersections with Cherry Avenue). Several commercial uses exist within this area, and include a gas station, restaurants, an animal boarding facility, and a nursery.

SLOVER EAST INDUSTRIAL DISTRICT (SED)

The 463.1-acre Slover East Industrial District is located south of Slover Avenue, east of Beech Avenue, and West of Citrus Avenue. This area's southern boundary is not located along a roadway, but is located approximately 1/8-mile north of Jurupa Avenue. This district is similar to the remainder of the project site in that it is dominated by warehousing, distribution, and other industrial uses. Several small undeveloped (but disturbed) parcels are scattered sporadically throughout this district. Several single-family residential units are located within this area, with the majority located along Rose Avenue, within the southern portion of the area. Several residential units are also located within the northeastern corner of the district (along Citrus Avenue).

JURUPA NORTH RESEARCH AND DEVELOPMENT DISTRICT (JND)

The Jurupa North Research and Development District is 515.1 acres in size and is one of the largest districts in the SWIP Specific Plan Update. This district is bounded by the Slover West Industrial, Slover Central Manufacturing/Industrial, and Slover East Industrial Districts to the north, Mulberry Avenue to the west, Jurupa Avenue to the south, and Citrus Avenue to the east. This district can generally be characterized as having a range of smaller warehousing, distribution, industrial, and residential parcels west of Cherry Avenue, with larger warehousing, distribution, industrial, and undeveloped (former agricultural) parcels east of Cherry Avenue. Of all the districts, the JND contains the largest amount of undeveloped parcels, with the majority occurring along the Jurupa Avenue frontage. A number of single-family residential units also exist within the southeastern corner of this district, along Jurupa and Citrus Avenues.

JURUPA SOUTH INDUSTRIAL DISTRICT (JSD)

The 535.6-acre Jurupa South Industrial District is bounded by Jurupa Avenue to the north, Etiwanda Avenue to the west, Philadelphia Avenue to the south, and Mulberry Avenue to the east. This district is composed of light industrial and general industrial uses that have generally been more recently developed. Marlay Avenue bisects this area in an east-west orientation, and a high-tension Southern California Edison (SCE) electrical power line easement exists within the northern portion of this area, also trending from east to west. This area is fully developed with the exception of some small open space areas situated along Etiwanda San Sevaïne Channel, which traverses the project site from north to south. In addition, several undeveloped parcels are interspersed amongst the existing industrial development within this area.

RESIDENTIAL TRUCKING DISTRICT (RTD)

The Residential Trucking District is composed of three isolated existing residential areas, composing a total of 51.7 acres. One area is located within the Slover West Industrial District, and two areas within the Slover East Industrial District. These three areas are developed with single-family residential uses, which are utilized to a great extent for home-based trucking/heavy equipment businesses.

PUBLIC FACILITIES (KAISER HIGH SCHOOL) DISTRICT (PF)

The Public Facilities District is 37.7 acres in size and is composed entirely of Kaiser High School. The high school is operated by the Fontana Unified School District. The high school is bounded by Almond Avenue to the west, Jurupa Avenue to the south, and Cherry Avenue to the east. Beyond classroom/educational facilities and surface parking, Kaiser High School also includes on-site sports fields (football, track, baseball/softball, tennis, basketball, and soccer).

2.4 PROJECT CHARACTERISTICS

The SWIP Specific Plan Update is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the Specific Plan Update area. By providing the necessary regulatory and design guidance, the Specific Plan Update ensures that future development of parcels within the SWIP Specific Plan Update area (both privately owned lands as well as publicly owned lands which are approved for private use and development) implements the goals and policies of the *City of Fontana General Plan (General Plan)*. As stated above and as shown in Exhibit 2-3, *Land Use Plan*, the SWIP Specific Plan Update consists of nine districts which are described in detail below. Additionally, the SWIP Specific Plan Update includes infrastructure improvements necessary to support development within the project area.

2.4.1 LAND USE CONCEPT

The Land Use Plan for the SWIP Specific Plan Update provides for the development of nine planning districts. In general, the SWIP Specific Plan Update includes approximately 3,111 acres of industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public/utility right-of-way uses. Table 2-1, *Land Use Table* provides an outline of each district and associated development intensities. Each of the nine planning districts are described below.

Table 2-1
Land Use Table

PROPOSED LAND USE DISTRICT	ACREAGE	NEW COMMERCIAL (SF) ¹	NEW OFFICE (SF)	NEW INDUSTRIAL (SF) ²	EXISTING DEVELOPMENT TO REMAIN (SF)	NEW DEVELOPMENT (SF) ³
Freeway Industrial	333.7	2,185,057	546,264	2,731,321	478,645	5,462,642
Speedway Industrial	126.2	762,191		1,778,446	31,508	2,540,637
Slover West Industrial	289.1			5,025,953	88,068	5,025,953
Slover Central Manufacturing/Industrial	423.7			3,710,006	960,325	3,710,006
Slover East Industrial	463.1	503,074		2,012,298	1,025,461	2,515,372
Jurupa North Research and Development	515.1	2,033,109	1,219,865	4,879,460	392,934	8,132,434
Jurupa South Industrial	535.6			2,249,874	7,241,326	2,249,874
Residential Trucking	51.7				180 DU	N/A
Public Facilities (Kaiser High School)	37.7					N/A

**Table 2-1 (continued)
Land Use Table**

PROPOSED LAND USE DISTRICT	ACREAGE	NEW COMMERCIAL (SF) ¹	NEW OFFICE (SF)	NEW INDUSTRIAL (SF) ²	EXISTING DEVELOPMENT TO REMAIN (SF)	NEW DEVELOPMENT (SF) ³
Right of Way (Drainage, Power Easement, Railroad, Roads)	334.7					N/A
TOTAL	3,110.7	5,483,431	1,766,129	22,387,358	10,218,267	29,636,918
SF = square feet; DU = dwelling units						
Assumptions: 1. "Commercial" includes service commercial and retail commercial land uses.						
2. "Industrial" includes industrial and manufacturing uses, including but not limited to warehousing and flex-tech developments.						
3. New development = commercial + office+ industrial. Existing development to remain is exclusive of these calculations.						
Source: <i>SWIP Draft Specific Plan Update</i> , RBF Consulting, 2011.						

SPEEDWAY INDUSTRIAL DISTRICT (SID)

The intent of the Speedway Industrial District is to capitalize on its proximity to the Auto Club Speedway. This district is envisioned to provide a unique focus on uses that compliment the Speedway. Aesthetically pleasing design and freeway visibility would further promote the Speedway-related uses and help create an enhanced gateway to the City. This district is envisioned to be a mixed use district, encouraging service commercial, entertainment, small business and research and development uses. In addition it is envisioned that this district would allow the development of restaurant and hospitality uses that could be used by Speedway patrons. To accommodate proposed uses, the district would promote lot consolidation in order to create larger, more usable lots. Manufacturing would not be permitted in the district, and edge conditions would complement surrounding uses. General features of this district include:

- Auto-related uses
- Entertainment-oriented uses
- Speedway theming
- Landscape/Streetscape enhancement
- Edge conditions that are compatible with surrounding uses
- Establishment of uses that capitalize on regional market potential
- Facade improvements that enhance the I-10 Corridor
- Promotion of lot consolidation

FREEWAY INDUSTRIAL COMMERCIAL DISTRICT (FID)

The Freeway Industrial Commercial District would encourage a mixture of commercial and light industrial uses. Service commercial activities including restaurants, gas stations, and truck stops would be focused around the existing/proposed freeway interchanges at Beech and Cherry Avenues, as well as along Slover Avenue. The district would also encourage activities that combine industrial and commercial uses, such as businesses that require a mixture of warehouse, showroom, and office spaces.

Due to its proximity to the I-10 freeway, the viewshed importance of this district cannot be understated. By placing specific emphasis on aesthetics, the Freeway Industrial Commercial District is intended to better define the City's gateway along the I-10 corridor and create a positive image of the City. In an effort to make the area more appealing, this district would have stringent design and development standards, including enhanced landscape, screening, setback, and fencing regulations. The district would prioritize lot consolidation to help address the current imbalance of lot sizes and dimensions in this part of the project area. General features of this district include:

- Landscape/Streetscape enhancement and edge treatments along the I-10 Corridor to create an appealing gateway for the City
- Promotion of lot consolidation
- Activity nodes around improved freeway interchanges
- Establishment of uses that capitalize on regional market potential as well as local demand, such as trucking uses to capitalize on the various truck routes in the area
- Light industrial and service commercial uses that are Auto-Oriented and pedestrian-sensitive
- Interesting, appropriately-massed facade development that serves as a gateway into Fontana and enhances the I-10 Corridor
- Preservation of the view corridor along Cherry Avenue and Beech Avenue

SLOVER WEST INDUSTRIAL DISTRICT (SWD)

The Slover West Industrial District is intended to promote the continued use and expansion of existing industrial development and logistics-based warehousing, along with strategically located service commercial uses. Due to this district's regional connectivity, the area capitalizes on its proximity to existing truck routes along Slover, Santa Ana, Mulberry, and Cherry Avenues and freeway interchanges at Cherry and Etiwanda Avenues. This district is in close proximity to the existing Fontana Gateway Specific Plan, and provides opportunities for expansion of similar types of uses and developments into the SWIP Specific Plan Update. General features of this district include:

- Landscape/Streetscape Enhancement
- Preservation and Revitalization of existing industrial uses
- Large-Scale Industrial and Manufacturing Development
- Promotion of lot consolidation
- Establishment of uses that capitalize on current and future regional market potential, including warehousing and manufacturing uses
- Development that respects adjacent residential development
- Preservation of the view corridor along Cherry Avenue and Beech Avenue

SLOVER CENTRAL MANUFACTURING/ INDUSTRIAL DISTRICT (SCD)

The intent of the Slover Central Manufacturing/Industrial District is to create a vibrant industrial area at the center of the project site that capitalizes on infrastructure already in place. The existing rail spur located in the middle of this district provides opportunities for allowing easy movement of goods and services within the SWIP area. Additionally, truck routes (Cherry, Slover, Beech, and Jurupa Avenues) border the area on all sides, and an existing freeway interchange at Cherry Avenue and a proposed interchange at Beech Avenue would further facilitate accessibility of this district.

Since much of the area is considered underutilized, this district has great development/redevelopment potential. The area would promote the development of manufacturing and other high intensity industrial uses that can utilize the existing and proposed transportation infrastructure. To accommodate these uses, the district would promote the use of lot consolidation in order to create larger, more usable lots. Finally, the district would consider surrounding uses, ensuring that uses along its southern edge are compatible with the light industrial uses in the adjacent Jurupa North Industrial District. General features of this district include:

- High intensity industrial area with multi-modal access
- Utilization of the existing rail spur, truck routes and freeway interchanges
- Revitalize and redevelop existing industrial uses and properties
- Stimulate new industrial uses
- Remain sensitive to surrounding areas
- Landscape and Streetscape Enhancement
- Promotion of lot Consolidation

SLOVER EAST INDUSTRIAL DISTRICT (SED)

Like the Slover West Industrial District, this district is also intended to promote the continued use and expansion of existing industrial development and distribution and logistics-based

distribution and warehousing, along with strategically-located service commercial. In addition, this district is envisioned to include pedestrian-oriented types of industrial development (Light Industrial Business Parks) along Poplar Avenue, based on its designation as a Class II bicycle trail. This area capitalizes on its proximity to truck routes (Slover, Santa Ana, Beech, and Citrus Avenues) and to existing/proposed freeway interchanges (Beech and Citrus Avenues). It should be noted that major intersections at Slover/Citrus Avenues and Slover/Beech Avenues may provide additional opportunities for service commercial developments, such as restaurants and gas stations. General features of this district include:

- Preservation and revitalization of existing industrial uses
- Encouraging future development of distribution, logistics-based warehousing, and manufacturing uses
- Promotion of lot consolidation
- Focus on regional connectivity
- Encourage pedestrian-oriented elements along Poplar Avenue
- Provide opportunities for service commercial development along major intersections
- Landscape and Streetscape enhancement
- Development that is compatible with adjacent residential uses

JURUPA NORTH RESEARCH AND DEVELOPMENT DISTRICT (JND)

The Jurupa North Research and Development District is intended to encourage small business development by allowing a mixture of development types and uses including light industrial, warehousing, office development, flex-tech, home-based industrial businesses, research and development, and service commercial. Due to the significant traffic along Jurupa Avenue, landscape guidelines would emphasize streetscape enhancement, and commercial development would be concentrated along this corridor. In addition to industrial uses, this area would promote the development of community serving commercial uses, such as grocery stores, restaurants, dry cleaners, and gas stations.

By focusing on a mixture of lower intensity uses, this district aims to act as a buffer between the adjacent Southridge Specific Plan development to the south and the existing and planned industrial uses to the north. Additionally, this district would provide a buffer around Kaiser High School by encouraging uses compatible with residential and school uses in this part of the SWIP area. General features of this district include:

- Landscape/Streetscape enhancement
- Promotion of lot consolidation
- Promotion of the development of office, low intensity industrial, and flex tech uses
- Establishment of uses that capitalize on regional market potential

- Development that is compatible with adjacent residential development
- Encouragement of green technology and research and development-oriented uses
- Emphasize mixed use developments

JURUPA SOUTH INDUSTRIAL DISTRICT (JSD)

The Jurupa South Industrial District is intended to capitalize on the existing assets present within and surrounding the area, which already consists of several existing logistics-oriented warehouse facilities. Therefore, the Jurupa South Industrial District is intended to maintain and promote larger scale industrial uses, including manufacturing and warehousing. Additionally, due to the site's proximity to existing truck routes and the I-10, I-15, and SR-60 freeways, focus on regional connectivity is encouraged, since an extensive transportation network would allow easy and efficient transport of supplies and products to and from the district.

This district interfaces with residential developments along Philadelphia and Mulberry Avenues and borders industrial developments along Etiwanda and Jurupa Avenues. Thus, it would emphasize streetscape enhancement along these perimeter streets that are sensitive to the surrounding residential uses, and would create a unique and attractive gateway into the City along the Etiwanda and Jurupa Avenue corridors. This would be accomplished through landscaping, streetscape improvements, and strong architecture. General features of the Jurupa South Industrial District are included below:

- Landscape/Streetscape enhancement
- Preservation and revitalization of existing uses
- Focusing on regional connectivity
- Establishment of uses that capitalize on regional market potential
- Development that complements the adjacent portions of the project area to the northeast
- Development that respects adjacent residential and institutional development
- Providing unique streetscape and edge treatments on Jurupa and Etiwanda to create a SWIP Gateway

RESIDENTIAL TRUCKING DISTRICT (RTD)

The Residential Trucking District is intended to accommodate the existing non-conforming residential uses located within the project area. The intent of this district is to allow these uses to remain and encourage the continued operation of home-based businesses for heavy equipment operations. Through careful design, this district would balance residential uses with low-intensity industrial uses. Enhanced screening and fencing regulations would be implemented to maintain the aesthetic integrity of the area, while circulation improvements in the area aim to accommodate trucking oriented uses. General features of this district include:

- Continued and expanded use and operation of home based trucking/heavy equipment businesses
- Balance residential uses with low intensity industrial uses
- Maintain the aesthetic integrity of the area through enhanced landscaping, screening, and fencing
- Ensure adequate circulation to accommodate trucking uses
- Enhance edge design to remain sensitive to adjacent residential uses

PUBLIC FACILITIES (KAISER HIGH SCHOOL) DISTRICT (PF)

The Public Facilities District would accommodate the existing Kaiser High School. The school was constructed by the Fontana Unified School District on approximately 40 acres in the southern portion of the Specific Plan Update area at the northwest corner of Jurupa Avenue and Cherry Avenue, with additional educational facilities for residences located within the SWIP Specific Plan Update area and the residential areas to the south and southeast.

With the exception of the PF and RTD Districts, all of the proposed districts include development standards, landscape standards, parking and loading standards, and design guidelines aimed to buffer sensitive uses from proposed development. These standards and guidelines include: screening of outdoor and rooftop equipment; landscaping surrounding parking and loading areas; landscape buffer setbacks along public rights-of-way including berms and/or low walls; use of landscaping along site perimeters to achieve noise reduction; orienting buildings to achieve minimal impacts to adjacent sensitive receptors; and building height setbacks.

2.4.2 INFRASTRUCTURE IMPROVEMENTS

CIRCULATION

In support of the Land Use Plan proposed as part of the SWIP Specific Plan Update, numerous circulation improvements would be required to support development within the project area. The Circulation Plan for the SWIP Specific Plan Update focuses on connectivity to the I-10, I-15, SR-60, and Interstate 215 (I-215), as well as connectivity along primary major roadways and truck routes. The Circulation Plan provides necessary roadway improvements to accommodate traffic generated by the anticipated Land Use Plan. As a component of this project, a Traffic Impact Analysis (TIA) was prepared, which identified existing conditions, forecasted future conditions, and provided recommended roadway segment and intersection improvements to address project-related impacts associated with the build-out of the anticipated Land Use Plan.

Analysis within the TIA identifies a range of deficiencies that may occur upon project buildout along various roadway segments and at numerous intersections throughout the project area. To minimize impacts related to development associated with the SWIP Specific Plan Update, the TIA also includes a range of recommended roadway segment and intersection improvements to increase capacity that are also incorporated into the Circulation Plan of the Specific Plan Update.



A detailed analysis of potential traffic impacts and recommended mitigation measures is provided within Section 4.9, *Transportation and Circulation*. In addition, the TIA is incorporated within this Program EIR as Appendix K, *Traffic Analysis*.

DOMESTIC AND RECYCLED WATER

The SWIP Specific Plan Update area is within the service area of the Fontana Water Company (FWC), a private water purveyor which provides water service to the City. Based on FWC's 2005 *Water System Master Plan*, FWC will rely on up to 75 percent of its total water supply from local groundwater sources drawing from the Chino Basin. FWC plans to develop new water supply sources, which will require construction of new water facilities for, and possibly within, the SWIP Specific Plan Update area. Based on growth and development that would occur as part of buildout of the SWIP Specific Plan Update and Annexation Project, it is anticipated that a range of domestic and recycled water improvements would be required. Section 4.8, *Public Services, Utilities and Infrastructure*, provides a detailed description of existing and proposed domestic water facilities in the project area. It is expected that a range of storage, distribution, and fire flow improvements will be required to support the development of the proposed project.

Currently, FWC does not operate a dedicated recycled water distribution system within the SWIP Specific Plan Update area. However, the delivery of recycled water to the western portion of the proposed SWIP Specific Plan Update area may occur, since the Inland Empire Utilities Agency (IEUA) intends to construct recycled water distribution facilities along Marley Avenue. It is estimated that this system could serve as a candidate for non-domestic water uses and conserve potable water sources. Section 4.8, *Public Services, Utilities and Infrastructure*, provides additional information regarding the potential use of recycled water to support buildout under the proposed SWIP Specific Plan Update.

WASTEWATER

The SWIP Specific Plan Update area is within the sewer service area of the City and the IEUA. The City is a member agency of the IEUA, which provides the City with off-site collection, treatment, disposal and reuse of wastewater. The existing City/IEUA wastewater collection system only serves areas within the City's existing incorporated limits. Areas of the SWIP Specific Plan Update area within unincorporated San Bernardino County (to be annexed into the City as part of the project) are currently served by private wastewater systems.

In order to accommodate the expected increase in wastewater from buildout under the SWIP Specific Plan Update, it is anticipated that additional capacity will be required, in the form of treatment and disposal by IEUA, and collection by the City. Additional information regarding existing and proposed wastewater facilities is provided within Section 4.8, *Public Services, Utilities and Infrastructure*.



STORMWATER

In 1992, the City of Fontana developed a Master Plan of Drainage for the entire City and the Fontana Sphere of Influence. The study was divided into several areas with additional sub-drainage areas, with the SWIP Specific Plan Update area lying within the South Fontana Drainage Area. This drainage area is located southerly of the West Fontana Channel and northerly of the ridge line of the Jurupa Mountains. The project area does not currently have a system of organized storm drain facilities; however, facilities are known to exist within Mulberry, Almond, Cherry, Hemlock, Beech, Elm, and Citrus Avenues. Most of the project area drains to the Declez Channel (south of the project area) and San Sevaine Channel (within the western portion of the project area).

It is anticipated that stormwater drainage improvements would be required to accommodate buildout under the SWIP Specific Plan Update. These improvements include new stormwater conveyance facilities in various locations throughout the project area to increase capacity. Additional information regarding existing and proposed stormwater facilities is provided within Section 4.8, *Public Services, Utilities and Infrastructure*.

STREETSCAPE IMPROVEMENTS

As part of implementation of the SWIP Specific Plan Update, public rights-of-way along major and primary roadways (i.e., Etiwanda, Mulberry, Cherry, Beech, Citrus, Philadelphia, Slover and Jurupa Avenues, and Valley Boulevard) would be improved to provide a “sense of arrival” through a unified hierarchy of gateways and corridors that utilize a coordinated streetscape. Streetscape improvements would include street trees, shrubs, groundcover, and gateway designs, among other facilities. Enhancements would also be implemented along I-10 freeway edges to provide consistency with streetscape improvements throughout the remainder of the Specific Plan Update area.

2.5 COMPARISON OF THE PROPOSED PROJECT TO EXISTING SWIP SPECIFIC PLAN AND GENERAL PLAN DESIGNATIONS

As a reference point for understanding the scope of development that would occur under the proposed project, it is important to compare it to development that is anticipated to occur if the project were not implemented. Essentially, if the proposed project were not carried forward, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. No amendments to the Specific Plan or *General Plan* would occur. Under this scenario, the following development within site boundaries could occur based upon buildout under existing Specific Plan/*General Plan* designations, as shown in Table 2-2, *Development Assumptions Under the Existing SWIP Specific Plan and General Plan*.

**Table 2-2
Development Assumptions Under the Existing SWIP Specific Plan and General Plan**

PLANNING DOCUMENT	ACREAGE	COMMERCIAL (SF)	OFFICE (SF)	INDUSTRIAL (SF)	EXISTING DEVELOPMENT TO REMAIN (SF)	NEW DEVELOPMENT (SF) ¹
EXISTING SWIP SPECIFIC PLAN	1,669.8	405,544	2,825,084	27,533,405	10,218,267	43,756,379
EXISTING GENERAL PLAN	1,106.2	227,922		22,982,692		
Right of Way (Drainage, Power Easement, Railroad, Roads)	334.7					
TOTAL	3,110.7	633,466	2,825,084	50,516,096	10,218,267	43,756,379
Assumptions: 1. New development = commercial + office + industrial – existing development to remain.						
Source: <i>SWIP Specific Plan</i> , City of Fontana, 2008; <i>City of Fontana General Plan</i> , City of Fontana, 2003.						

As shown within Tables 2-1 and 2-2, in comparison to the proposed project, buildout under the existing SWIP Specific Plan and *General Plan* would result in a total of 43,756,379 square feet of new development. The proposed project would result in a total of 29,636,918 square feet of new development.

Thus, in comparison to the proposed project, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.

2.6 PROJECT OBJECTIVES

Pursuant to Section 15124 (b) of the *CEQA Guidelines*, the EIR project description must include, “A statement of objectives sought by the proposed project....The statement of objectives should include the underlying purpose of the project.” The goals and objectives of the SWIP Specific Plan Update and Annexation are provided below:

1. Increase and maintain an increased daytime employment population.
2. Coordinate land uses and transportation with infrastructure planning.
3. Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
4. Retain and expand existing businesses and business opportunities.
5. Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.
6. Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.

7. Tailor land use regulations and design guidelines to custom-fit the SWIP Specific Plan Update area.
8. Improve visual and functional linkages between I-10, Slover Avenue, and the City of Fontana.
9. Identify areas of priority development and property assemblage opportunities to serve as economic development catalysts.
10. Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete “removal and replacement” transformation to enhance the sense of place and promote aesthetic improvements.
11. Incorporate planning policy that encourages viable development in the future, while paying tribute to Fontana’s past.

2.7 DIFFERENCE BETWEEN THE SWIP SPECIFIC PLAN UPDATE AND THE SWIP REDEVELOPMENT PLAN

NOTE: The proposed SWIP Specific Plan Update and Annexation Project is being processed independently and could proceed separately from the proposed SWIP Redevelopment Plan Project Area Amendment No. 9 (2010 Added Area) currently being developed by the City of Fontana.

A Specific Plan is a tool authorized by *Government Code §65450 et seq.* for the systematic implementation of a General Plan for a defined smaller portion of a community’s planning area. A Specific Plan specifies in detail the development standards and requirements relating to density, lot size and shape, siting of buildings, setbacks, circulation, drainage, landscaping, architecture, water, sewer, public facilities, grading, open space, financing and any other element needed for proper development of the property. It is a detailed set of guidelines.

In contrast, a Redevelopment Plan provides for revitalization and redevelopment of land to eliminate blight and remedy conditions that cause it. The State of California adopted the *Community Redevelopment Act* in 1945. The Act gave cities and counties the authority to establish redevelopment agencies and gave these agencies the ability to initiate urban renewal programs. In 1951 the Act was renamed the *California Community Redevelopment Law (CCRL)*. Where blight is found, the redevelopment agency designates a “project area.” A redevelopment plan is then created for the project area. The Redevelopment Plan is a policy document that describes the purposes, goals and objectives which would help eliminate existing blight and prevent its return.

The proposed SWIP Specific Plan Update area shares approximately 348 acres with the SWIP Redevelopment Plan 2010 Added Area. Though the two documents apply to some similar geographic areas, they are essentially unrelated except insofar as the Specific Plan Update, like any other project within the Redevelopment Plan Area, must be consistent with the goals and objectives of the Amended and Restated SWIP Redevelopment Plan. Even though the SWIP Specific Plan Update area includes a 348-acre area located within the 2010 Added Area, the



Specific Plan Update does not require adoption of the Amended and Restated SWIP Redevelopment Plan in order to proceed, nor does the Redevelopment Plan require approval of the proposed amendment of the SWIP Specific Plan Update in order to proceed.

The City of Fontana is pursuing the Amended and Restated Redevelopment Plan concurrent with the City's pursuit of this proposed Specific Plan Update. In addition, either project (the SWIP Specific Plan Update or the Amended and Restated SWIP Redevelopment Plan) could proceed independently of the other project. Thus, it is appropriate for the City to process the two projects separately.

2.8 INTENDED USES OF THE DRAFT PROGRAM EIR AND ANTICIPATED PERMITS AND APPROVALS

This Draft Program EIR is intended to provide environmental clearance for the proposed SWIP Specific Plan Update and Annexation, pursuant to CEQA. The Final EIR must be certified by the City of Fontana City Council as to its adequacy in complying with the requirements of CEQA before taking action on the proposed Specific Plan Update and Annexation. The City must consider the information contained in the Draft Program EIR in making a decision to approve the project. The Draft Program EIR will be utilized by the Lead Agency (City of Fontana) and other agencies in decisions on the following actions described below. In addition, Table 2-3, *Anticipated Permits and Approvals*, describes a portion of the permits and approvals anticipated to be required for approval and development under the proposed project.

- Adoption of the proposed SWIP Specific Plan Update and Annexation. The City Council will vote to either adopt or deny the proposed Specific Plan Update and Annexation. Other sources of information, in addition to the information in this document, may be used to support their decision.
- Annexation of unincorporated areas into the City of Fontana. The San Bernardino Local Agency Formation Commission (LAFCO) will review and consider approval of the annexation of approximately 472 acres of land currently within unincorporated San Bernardino County into the incorporated boundaries of the City of Fontana.
- Amendment to the *City of Fontana General Plan*. As part of the proposed project, the City Council will consider an amendment to the *General Plan* to allow for implementation of the Specific Plan Update. Specifically, numerous elements of the *General Plan* will be amended (including the *General Plan Land Use Map* and other *General Plan* exhibits) to ensure that the SWIP Specific Plan Update and the *General Plan*, as amended, are internally consistent.
- Zone Change. Existing *City of Fontana Development Code (Development Code)* zoning classifications within the SWIP Specific Plan Update area include Community Commercial, Light Industrial, General Industrial and Public Facilities. Upon adoption of the SWIP Specific Plan Update, these zoning designations shall be revoked and replaced with a "Southwest Industrial Park Specific Plan" zoning designation. The following amendments to the *Development Code* and Zoning Map shall apply:



- *Specific Plan.* The City of Fontana shall adopt the SWIP Specific Plan Update by ordinance thereby establishing the regulatory policy for the Specific Plan area, inclusive of each zoning district of the Specific Plan Update. The Specific Plan Update shall provide land use and development regulations, as well as design guidelines applicable to legal parcels within the Specific Plan Update area.
- *Zone Change.* The City of Fontana shall change the current zoning classifications for parcels of land within the Specific Plan Update area from their current zoning classifications to a “Southwest Industrial Park Specific Plan” zoning classification.
- *Zoning Map Amendment.* The City’s Zoning Map shall be amended to indicate the geographic boundaries of the Specific Plan Update. The SWIP Specific Plan Update shall be indicated by a “SP” classification on the Zoning Map.
- *Implementation of the SWIP Specific Plan Update.* The Specific Plan Update is intended to serve as a comprehensive policy and regulatory guidance document for the private use and development of all properties within the Specific Plan Update area. By providing the necessary regulatory and design guidance, the Specific Plan Update ensures that future development of parcels within the SWIP Specific Plan Update area (both privately owned lands as well as publicly owned lands which are approved for private use and development) implements the goals and policies of the *City’s General Plan*. As applications for development under the Specific Plan Update are received by the City, additional environmental review (if required) would “tier” from this Program EIR, in accordance with Section 15152 of the *CEQA Guidelines*.

Table 2-3
Anticipated Permits and Approvals

PERMIT/APPROVAL	AGENCY
Certification of the Final EIR	City of Fontana
Adoption of the Specific Plan Amendment	City of Fontana
General Plan Amendment	City of Fontana
Zone Change	City of Fontana
Approval of Subdivision Maps ¹	City of Fontana
Approval of Site Plans ¹	City of Fontana
Approval of Grading and Building Plans ¹	City of Fontana
Consistency Findings with SWIP Redevelopment Plan	Fontana Redevelopment Agency
Property Annexation	San Bernardino LAFCO
¹ The City’s approval of Subdivision Maps, Site Plans, and Grading/Building Plans would occur as future applications are received for development within the Specific Plan Update area.	



3.0 Basis for Cumulative Analysis



Basis of Cumulative Analysis

Section 3.0

3.1 INTRODUCTION

Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Pursuant to Section 15130(a) of the *CEQA Guidelines*, cumulative impacts of a project shall be discussed when they are “cumulatively considerable,” as defined in Section 15065(a)(3) of the *CEQA Guidelines*. Section 4.0 of this Program EIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*
 - a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*
 - b. *A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.*
2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*



5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

Table 3-1, *Cumulative Projects List* identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. Information integral to the identification process was obtained from the City of Fontana. The resulting related projects are only those determined to be at least indirectly capable of interacting with the proposed project.

**Table 3-1
Cumulative Projects List**

KEY MAP	PROJECT TYPE	LOCATION	DESCRIPTION	STATUS
1	Hilton Gardens	S/E corner of Slover/Sierra Avenues	The project consists of a four-story Hilton Garden Inn located on approximately 3.5 acres of land. The project includes a 2,353 square foot conference center and 115 hotel rental units (rooms). Additional amenities to the hotel include an outdoor pool and spa area, a dining area, and an exercise room. The hotel includes an elevator to service the four-story building.	Now occupied.
2	Wal-Mart South	Between Sierra Avenue and Production Avenue and South of Slover Avenue.	The Wal-Mart Supercenter was an approximately 245,000 square foot retail center offering groceries and general retail merchandise. The Supercenter was proposed to include a garden center with an exterior customer pick-up facility for pre-paid bagged garden supplies, such as potting soil, mulch, and manure. The store was proposed to include a drive-through pharmacy, vision and hearing care center, food service, photo studio, photo finishing center, a banking center, and an arcade. The Supercenter was proposed to operate 24 hours per day. In addition, a tire and lube facility was to be provided that would not have operated 24 hours per day.	Project withdrawn.
3	Kaiser Hospital	9961 Sierra Avenue	The proposed project would consist of renovations to and demolition/reconstruction of several of the facilities on 47 acres of the medical center campus. Existing and future proposed facilities and medical center characteristics. Net change is -245 square feet.	Under construction.
4	SWIP Redevelopment Plan Project Area Amendment No. 9 (2010 Added Area)	South of I-10, North of Jurupa Avenue, East of Beech Avenue, and West of Sierra Avenue	The Redevelopment Plan Project Area Amendment No. 9 (2010 Added Area) would add 1,101 acres to the existing Redevelopment Plan site. The project is intended to eliminate and prevent blight and blighting conditions in the area, and would provide for public improvements and facilities to encourage rehabilitation and/or reconstruction of structures and infrastructure within the area.	Complete.
5	West Valley Logistics Center	South of Jurupa Avenue, West of Locust Avenue	A proposed amendment to the <i>City of Fontana General Plan (General Plan)</i> to redesignate the site from "Residential Planned Community" (R-PC) to an Industrial <i>General Plan</i> designation. Identified truck routes within the <i>General Plan Circulation Element</i> would also be amended. The project includes six proposed industrial/warehouse buildings approximately 3,249,745 square feet in size.	On hold. However, entitlement applications have been filed with the City.



**Table 3-1 (continued)
Cumulative Projects List**

KEY MAP	PROJECT TYPE	LOCATION	DESCRIPTION	STATUS
6	Marlay Distribution Center	N/E corner of Marlay Avenue/Pacific Avenue	Site and architectural review to construct a new 326,945 square-foot distribution center on approximately 15.5 acres.	Entitlement applications are currently under review.
7	OMP Fontana Distribution Center	Between Poplar Avenue and Elm Avenue south of Slover Avenue	Proposed 454,000 square-foot warehouse on 18.84 acres.	Entitlement applications are currently under review.
8	Jurupa Business Park	Between Poplar Avenue and Hemlock Avenue north of Jurupa Avenue	Proposed site and architectural review for an industrial business park within three buildings totaling 1,277,728 square feet over four parcels totaling 63.2 acres.	Entitlement applications are currently under review.
Source: City of Fontana Planning Division, September 20, 2011.				

Cumulative buildout of the City, as anticipated by the *City of Fontana General Plan* (2003), would ultimately involve the land uses outlined below; refer also to *General Plan* Figure 3-4, *General Plan Land Use*, *General Plan Table 3-2, Land Use Plan Statistical Summary: Residential Designations*, and *General Plan Table 3-3, Land Use Plan Statistical Summary: Non-Residential Designations*. This Program EIR has incorporated by reference the *General Plan* buildout cumulative impact analysis contained in the City's *General Plan EIR*, as noted in Section 1.7, Incorporation by Reference.¹

- 55,986 dwelling units;
- 3.5 million square feet of Community Commercial;
- 11.5 million square feet of General Commercial;
- 5.5 million square feet of Regional Mixed Use;
- 8.0 million square feet of Light Industrial;
- 14.0 million square feet of General Industrial;
- 2.9 million square feet of Public Facilities; and
- 2.7 million square feet of Recreation Facilities.

¹ Additional regional cumulative impact analysis can be found, and is hereby incorporated by reference, in the County of San Bernardino General Plan EIR (http://www.sbcounty.gov/sbcountygeneralplan/env_process.html) and SCAG 2008 Regional Transportation Plan Final EIR (<http://www.scag.ca.gov/RTPpeir2008/final/addendum.htm>).



The forecast growth over the then existing conditions (2003) associated with *General Plan* buildout included the following incremental development:²

- 11,163 dwelling units;
- 13.0 million square feet of Commercial;
- 26.6 million square feet of Industrial; and
- 888,624 square feet of Public Facilities.

Although the pace of growth in the City has slowed due to the current economic climate, development is occurring, as forecast by the *General Plan*. Development pursuant to the SWIP Specific Plan Update is included in, and not in addition to, the *General Plan* buildout described above.

3.2 CUMULATIVE ANALYSIS IN THIS EIR

The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise. Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

This Program EIR assesses the overall environmental effects of the proposed project at a programmatic level of detail. This Program EIR evaluates the overall (cumulative) effects of development in accordance with the land use regulations provided in the SWIP Specific Plan Update. Therefore, the environmental analyses in Sections 4.1 through 4.9 of this Program EIR consider project impacts in combination with City-wide impacts, where applicable, that could be expected.

The cumulative analysis contained in this Program EIR is discussed in terms of the various development and infrastructure projects facilitated by the existing SWIP Specific Plan and the incremental development anticipated by the *General Plan*.

In terms of cumulative development, it is important to note that the proposed project represents a reduction in the overall development intensity of the project site in comparison to development intensities that would occur without the project. Essentially, if the proposed project were not carried forward, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed

² *City of Fontana General Plan EIR, Table 3-1, Incremental Development for Buildout of Proposed General Plan*, August 2003.



project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development.³

³ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



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4.0 Environmental Analysis



Environmental Analysis

Section 4.0

4.0 ENVIRONMENTAL ANALYSIS

Sections 4.1 through 4.9 of this Program EIR contain discussions of the existing conditions, project impacts (including direct/indirect, short-term/long-term, and cumulative), recommended mitigation measures, and unavoidable significant impacts. The EIR sections listed below examine the environmental issues, as identified in Appendix G, *Environmental Checklist Form*, of the *California Environmental Quality Act Guidelines (CEQA Guidelines)*, and as concluded in Appendix A, NOP and Comments.

- 4.1 Aesthetics, Light, and Glare;
- 4.2 Air Quality;
- 4.3 Biological Resources;
- 4.4 Cultural Resources;
- 4.5 Hazards and Hazardous Materials;
- 4.6 Land Use and Planning;
- 4.7 Noise;
- 4.8 Public Services, Utilities and Infrastructure; and
- 4.9 Traffic and Circulation.

Each environmental issue/section is organized into subsections, as follows:

- “Introduction” describes the purpose of the section.
- “Existing Regulatory Setting” identifies and summarizes the laws, ordinances, regulations, and standards that apply to the project, at the local, state, and federal levels, as they exist at the time the Notice of Preparation (NOP) is published.
- “Existing Environmental Setting” describes the physical environmental conditions in the project vicinity that may influence or affect the issue under investigation, from both a local and regional perspective, as they exist at the time the NOP is published. The environmental setting constitutes the baseline physical conditions by which the determination of significance is made.
- “Significance Thresholds and Criteria” provides the thresholds that are the basis of conclusions of significance. Primary sources used in identifying the thresholds and criteria include Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 – 15387); local, state, federal, or other standards applicable to an impact category; and officially adopted significance thresholds. “...An ironclad definition of significant effect is not possible because the significance of any activity may vary with

the setting” (*CEQA Guidelines* Section 15064[b]). Principally, “...a substantial or potentially substantial adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance” constitutes a significant impact (*CEQA Guidelines* Section 15382).

- “Project Impacts and Mitigation Measures” evaluates the project’s environmental impacts in consideration of all phases, including planning, acquisition, development, and operation. This subsection also discusses the potential changes to the existing physical environmental conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and affect relationship between the proposed project and the potential changes in the environment. All of the potential direct and reasonably foreseeable indirect effects are considered. The exact magnitude, duration, extent, frequency, range, or other parameters are ascertained, to the extent possible, to determine their significance.

The project’s environmental effects are categorized as either “effects found not to be significant” or “potentially significant impact,” based on the findings developed as part of the NOP process. The effects found not be significant category provides a brief discussion of the reasons that various possible significant effects of the project were found not to be significant. The potentially significant category identifies and focuses on the significant environmental effects of the proposed project. Direct and indirect significant effects of the project on the environment are clearly identified and described, giving due consideration to both the short-term and long-term effects.

“Mitigation Measures” are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

The “Level of Significance” presents the significance determination. This statement identifies which impacts would remain after the application of mitigation measures and whether the remaining impacts are or are not considered significant. When impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “unavoidable significant impacts.”

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts, as set forth in Section 3.0, *Basis of Cumulative Analysis*. A cumulative impact analysis is provided only for those thresholds that result in a less than significant, potentially significant, or significant unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to be Significant, which result in project-related impacts that were determined to be less than significant.



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



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Aesthetics, Light, and Glare

Section 4.1

4.1.1 INTRODUCTION

This section evaluates aesthetic resources and potential short-term and long-term impacts resulting from implementation of the SWIP Specific Plan Update and Annexation Project. Potential impacts with regard to aesthetics include such issues as increased light and glare, impacts to any scenic vistas, scenic resources, light and glare, and potential impacts created by changes to the visual character of the project site. These impacts are evaluated based on analysis of photographs, including current aerial photographs of the Specific Plan Update area and surrounding area, and site reconnaissance by RBF. Data used for this section were also obtained from the *City of Fontana General Plan* (2003), and the *City of Fontana General Plan EIR* (2003).

4.1.2 EXISTING REGULATORY SETTING

STATE

California Scenic Highway Program

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

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

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

There are no other state regulations regarding aesthetic impacts that are applicable to the proposed project.



LOCAL

City of Fontana General Plan

The *Community Design Element* of the *City of Fontana General Plan* (*General Plan*) is intended to achieve a sense of place at the multiple scales at which the community functions through its goals, policies, and actions. Relevant goals and policies from the *General Plan Community Design Element* that pertain the aesthetics issues are shown in Table 4.1-1, *Community Design Element Consistency Analysis*.

**Table 4.1-1
Community Design Element Consistency Analysis**

Goal/Policy	Project Consistency
Goal 1 – The City of Fontana has a unified, overall community image and appearance with distinct districts and neighborhoods.	
Policy 1.1 – Major entry points or gateways into the City, especially along arterial corridors, shall be marked with City identification and with enhanced landscaping and street scaping to highlight Fontana's identity.	Consistent. One of the primary goals of the Specific Plan Update is to create gateway opportunities along Interstate 10 (I-10), establishing a clear image of the City of Fontana (City) and identifying key entry points along the I-10 corridor. The SWIP Specific Plan Update would include streetscape improvements along major and primary roadways, providing a unique character and community image, consistent with the <i>General Plan's</i> policies. Thus, there is no conflict with this policy.
Policy 1.2 – Arterial corridors should be improved with installation of a palette of consistent landscaping and street furniture to reinforce the City's identity.	Consistent: The Specific Plan Update includes a landscape plan and plant palette that will ensure consistent landscaping is achieved throughout the SWIP project area. Thus, there is no conflict with this policy.
Goal 2 – We preserve and use our open spaces as recreational amenities, visual boundaries and view corridors.	
Policy 2.2 – A series of strategic points along the scenic corridors will be created where special community design and landscape treatment is warranted.	Consistent. The <i>General Plan</i> identifies Citrus and Cherry Avenues as scenic corridors within the project area. The Specific Plan Update would include a range of unique streetscape improvements along these scenic corridors, including trees, shrubs, and groundcover. In addition, intersections in the project area along Citrus and Cherry Avenues would feature gateway improvements, consisting of landscaping, hardscaping, monument signage, and/or accent elements. Thus, there is no conflict with this policy.
Policy 2.4 – Preservation of open space near the periphery of City boundaries provides important visual contrast to the built environment.	Consistent. The project includes landscape/streetscape enhancement and edge treatments for the entire Specific Plan Update area. These edge treatments will help to soften the transition from the built environment to open space areas adjacent to the project site. Thus, there is no conflict with this policy.
Goal 3 – The major arterial thoroughfares of the City contribute to the overall image and diverse character of the community.	
Policy 3.1 – Major arterial highways shall be improved according to customized design guidance within and adjacent to public rights-of-way.	Consistent. As stated above, the proposed project includes an extensive traffic improvement and streetscape plan that would provide customized design guidance within and adjacent to public rights-of-way. Thus, there is no conflict with this policy.

Table 4.1-1 (continued)
Community Design Element Consistency Analysis

Goal/Policy	Project Consistency
Policy 3.2 – Commercial and industrial uses adjacent to or within designated corridors shall be developed and revitalized to reflect contemporary design standards as defined within the <i>General Plan</i> .	Consistent. As stated above, one of the primary goals of the Specific Plan Update is to provide updated development standards for the project area, while maintaining the long-standing industrial area of the SWIP vicinity. The SWIP Specific Plan Update would include streetscape improvements along major and primary roadways, providing a unique character and community image, consistent with the <i>General Plan's</i> goals. The Specific Plan Update would also create gateway opportunities along I-10, establishing a clear image of the City and identifying key entry points along the I-10 corridor. Thus, there is no conflict with this policy.
Policy 3.3 – Continue to pay special attention to designs that include screening, berms, fencing and landscaping for industrial uses, especially regarding outside storage and handling areas.	Consistent. The <u>Chapter 5, <i>Land Use and Development Regulations</i></u> of the Specific Plan Update includes a range of land use and design requirements specific to screening, fencing, and landscaping for proposed industrial uses. Development standards are established for each Specific Plan district for floor area ratio, lot dimensions, setbacks, accessory buildings, fences/walls, landscaping, parking and loading areas, and signage. Thus, there is no conflict with this policy.
Goal 5 – Existing and new development reflects extensive use of high quality contemporary design, incorporating unifying, community-wide design elements.	
Policy 5.1 – Citywide landscape standards shall continue to be applied in new and revitalized development throughout the City.	Consistent. The Specific Plan Update includes extensive landscape design requirements that account for trees, shrubs, and groundcover along major and primary roadways, gateways to the SWIP project area, and the I-10 frontage. Thus, there is no conflict with this policy.
Policy 5.3 – View fencing and distinctively articulated masonry walls are preferred to long stretches of block walls adjoining residential areas.	Consistent. The project includes design guidelines for walls and fencing for individual projects. Wall heights and surfaces are to be articulated with varying façade depths or pilasters to promote architectural interest. Long stretches of block walls shall be avoided in all areas, particularly adjacent to residential areas. Thus, there is no conflict with this policy.
Goal 6 – Conflict and spillover effects at the interface of differing land uses are minimized with appropriate design standards.	
Policy 6.1 – Specialized design standards and regulations shall be applied to those areas where conflicting land uses meet.	Consistent. <u>Chapter 5, <i>Land Use and Development Regulations</i></u> , of the Specific Plan Update includes a range of land use and design requirements specific to screening, fencing, and landscaping for proposed industrial uses. These requirements would assist in minimizing impacts from construction on adjacent non-industrial land uses within the site vicinity. Development standards are established for each Specific Plan district for floor area ratio, lot dimensions, setbacks, accessory buildings, fences/walls, landscaping, parking and loading areas, and signage. Thus, there is no conflict with this goal.



City of Fontana General Plan EIR (Aesthetics and Visual Resources)

The Aesthetics and Visual Resources Impact Analysis Section of the *City of Fontana General Plan EIR (General Plan EIR)* includes mitigation measures intended to reduce the impact of continued City development on visual resources and community aesthetics. The *General Plan EIR* did find, however, that even with mitigation measures, the *General Plan* build-out would result in significant visual impacts.

City of Fontana Municipal Code

Chapter 30, Zoning and Development Code (Zoning and Development Code), of the *City of Fontana Municipal Code*, includes regulations and standards pertaining to lighting. Chapter 30 outlines light shielding, placement, and intensity, as well as aesthetic design. The purpose of these standards is to minimize light pollution, glare, and spillover, conserve energy resources, and curtail the degradation of the nighttime visual environment.

Article III, Preservation of Heritage, Significant and Specimen Trees extends protection to mature trees meeting specified requirements. Extant windrows and specimen trees on private lots of greater than one acre are covered by this Section of the *Zoning and Development Code*. Where removal is required and permitted, the *Zoning and Development Code* provides for replacement ratios of up to 1:4 depending on the health of the tree and its size, and also stipulates the size of the replacement trees.

4.1.3 EXISTING ENVIRONMENTAL SETTING

REGIONAL SETTING

The City is located in the eastern section of the Chino Valley basin, which is defined by the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Mountains to the southeast. The proposed project site is generally located within the southwestern portion of the City, along the I-10 corridor. The most prominent visual feature as viewed from the project site is the Jurupa Mountains, located approximately one-quarter to one-half mile from the southern boundary of the project site. The San Gabriel Mountains to the north are also visible from the Specific Plan Update area, but given their distance from the site (over five miles), they are not considered a dominant visual feature.

LOCAL SETTING AND VISUAL CHARACTER

The proposed project site and surrounding vicinity do not have a unified visual character. It currently supports a mix of heavy industrial, trucking/distribution, commercial, single-family residential, and undeveloped parcels. Development in many areas of the site dates back to the 1940s and 1950s, when Fontana's steel industry was at its peak. Other areas of the site have been redeveloped with newer industrial, manufacturing, and commercial developments. In addition, vacant parcels of various sizes are scattered throughout the Specific Plan Update area, with the majority occurring within the southern portion of the site, south of Santa Ana Avenue.

Given the large geographic area of the project site, the visual character of the site has been categorized by the nine land use districts provided within the SWIP Specific Plan Update and Section 2.0, *Project Description*; refer to Exhibit 2-3, *Land Use Plan*, for a depiction of district boundaries. In addition, refer to Exhibits 4.1-1a and 4.1-1b, *Typical Existing Conditions*, for photographs of typical existing conditions by district.

Speedway Industrial District (SID)

From a visual and aesthetic perspective, the Speedway Industrial District lacks resources of substantial interest. The SID is one of two small areas associated with the project that are located north of I-10. This district is 126.2 acres in size and is generally situated between Cherry Avenue and Banana Avenue. This area has been completely developed and urbanized. Due to its proximity to I-10, this area is occupied primarily by warehousing, distribution, and other truck-related industrial uses. A limited number of commercial uses are situated along the western side of Cherry Boulevard, near its intersection with Valley Boulevard. Valley Boulevard provides parallel access to I-10 through the area.

Freeway Industrial Commercial District (FID)

The Freeway Industrial Commercial District is unique in that it lies along the I-10 corridor for a distance of approximately three miles. Thus, it provides drivers along I-10 with an impression of the visual character of the City. Currently, the portion of the FID fronting the I-10 is developed with industrial and single-family residential uses.

Generally, the FID lacks resources of particular visual interest. The 333.7-acre area is composed of two segments, with the smaller segment occurring north of I-10, and the larger segment south of I-10. The northern segment is located immediately north of I-10, generally between Beech Avenue and Hemlock Avenue. This area has been developed primarily with warehousing, distribution, and other truck-related industrial uses. A cluster of single-family residential units exist within the northern portion of the area, north of I-10. Numerous additional single-family residential units exist south of I-10, within the northeastern corner of the project site and along the northern frontage of Slover Avenue. Numerous undeveloped parcels exist within this district. Valley Boulevard provides parallel access to I-10 through the area.

Slover West Industrial District (SWD)

The Slover West Industrial District is 289.1 acres in size and is situated south of I-10. Similar to other districts within the site, the SWD has been completely disturbed and offers little in regards to resources of visual interest. While no substantial resources exist within the SWD, two larger undeveloped parcels exist within the northeastern portion of the district (near the intersection of Slover and Cherry Avenues), which afford views of the Jurupa Mountains to the south.

This district is developed primarily with warehousing, distribution, and other industrial uses. A self-storage facility is situated at the northeastern corner of Mulberry Avenue and Santa Ana Avenue. Several single-family residential units are located sporadically throughout this area,

with the majority located northeast of the Calabash Avenue/Santa Ana Avenue intersection. An undeveloped parcel (former agricultural use) is located at the northeastern corner of the district, at the intersection of Slover Avenue and Cherry Avenue.

Slover Central Manufacturing/Industrial District (SCD)

The Slover Central Manufacturing/Industrial District is 423.7 acres in size. Generally, it is situated south of Slover Avenue, east of Cherry Avenue, and west of Beech Avenue. This area's southern boundary is not located along a roadway, but is located approximately 1/8-mile north of Jurupa Avenue. While this district is similar to the remainder of the project site in that it is developed with warehousing, distribution, and other industrial uses, there are multiple undeveloped areas throughout the district, with the majority of them concentrated in the northwestern corner of the area. These areas afford improved views of the Jurupa Mountains to the south.

Single-family residential uses are also located sporadically throughout the district, with the majority located along Live Oak Avenue (near its intersection with Slover Avenue) and Santa Ana Avenue (near its intersections with Cherry Avenue). Several commercial uses exist within this area, and include a gas station, restaurants, an animal boarding facility, and a nursery. In several areas of this district, isolated windrows associated with former agricultural uses on-site still exist, which may be considered a unique visual resource.

Slover East Industrial District (SED)

From a visual and aesthetic perspective, the Slover East Industrial District lacks resources of substantial interest. The only characteristic that could be considered unique are several stands of existing windrows remaining from former agricultural activities that occurred on-site. This district is similar to the remainder of the project site in that it is dominated by warehousing, distribution, and other industrial uses. Several small undeveloped (but disturbed) parcels are scattered sporadically throughout this district. Several single-family residential units are located within this area, with the majority located along Rose Avenue, within the southern portion of the area. Several residential units are also located within the northeastern corner of the district (along Citrus Avenue).

Jurupa North Research and Development District (JND)

The Jurupa North Research and Development District is 515.1 acres in size and is one of the largest districts in the SWIP Specific Plan Update. This district is bounded by the Slover West Industrial, Slover Central Manufacturing/Industrial, and Slover East Industrial Districts to the north, Mulberry Avenue to the west, Jurupa Avenue to the south, and Citrus Avenue to the east. This district can generally be characterized as having a range of smaller warehousing, distribution, industrial, and residential parcels west of Cherry Avenue, with larger warehousing, distribution, industrial, and undeveloped (former agricultural) parcels east of Cherry Avenue. A number of single-family residential units also exist within the southeastern corner of this district, along Jurupa and Citrus Avenues.



1 Speedway Industrial Sub-District



2 Freeway Industrial/Commercial Sub-District



3 Freeway Industrial/Commercial Sub-District



4 Slover West Industrial Sub-District



5 Slover Central Manufacturing/Industrial Sub-District



6 Slover East Industrial Sub-District



7 Slover East Industrial Sub-District



8 Jurupa North Research and Development Sub-District



Back of 11 x 17 color exhibit.



9 Jurupa North Research and Development Sub-District



10 Jurupa South Industrial Sub-District



11 Jurupa South Industrial Sub-District



12 Residential Trucking Districts (I-4)



13 Residential Trucking Districts (I-4)



14 Residential Trucking Districts (I-4)



15 Residential Trucking Districts (I-4)



16 Public Facilities



Back of 11 x 17 color exhibit.



Of all the districts, the JND contains the largest amount of undeveloped parcels, with the majority occurring along the Jurupa Avenue frontage. These vacant parcels afford improved views of the Jurupa Mountains to the south. In several areas of this district, isolated windrows associated with former agricultural uses on-site still exist, which may be considered a unique visual resource.

Jurupa South Industrial District (JSD)

In comparison to older areas of the site, the Jurupa South Industrial District can be considered to have a slightly improved visual character. Since this area has generally been more recently developed, the JSD benefits from consistent landscaping amenities and design requirements.

This district is composed of light industrial and general industrial uses. Marlay Avenue bisects this area in an east-west orientation, and a high-tension Southern California Edison (SCE) electrical power line easement exists within the northern portion of this area, also trending from east to west. In addition, several undeveloped parcels are interspersed amongst the existing industrial development within this area.

The JSD is generally void of visual resources of a high value. The only resource that could be considered unique would be the Etiwanda San Sevaine Channel, a concrete-lined drainage facility that traverses the area from north to south.

Residential Trucking District (RTD)

The Residential Trucking District is composed of three isolated existing residential areas, composing a total of 51.7 acres. One area is located within the Slover West Industrial District and two areas within the Slover East Industrial District. These three areas are developed with single-family residential uses, which are utilized to a great extent for home-based trucking/heavy equipment businesses. These three RTD areas lack any significant visual resources or unique aesthetic characteristics.

Public Facilities (Kaiser High School) District (PF)

The Public Facilities District is 37.7 acres in size and is composed entirely of Kaiser High School. The high school is operated by the Fontana Unified School District. The high school is bounded by Almond Avenue to the west, Jurupa Avenue to the south, and Cherry Avenue to the east. Beyond classroom/educational facilities and surface parking, Kaiser High School also includes on-site sports fields (football, track, baseball/softball, tennis, basketball, and soccer). The open space sports fields along Jurupa Avenue afford improved views of the Jurupa Mountains to the south.

SCENIC ROUTES

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. Neither Caltrans nor the County of San Bernardino identifies any designated or eligible scenic highways within, or in the immediate vicinity of, the project site.

SCENIC VISTAS

A viewshed is an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

In most parts of the project site, the foreground views have limited scenic value. Exceptions would include Jurupa Avenue (Jurupa Mountains and landscaped medians and parkway features on the south side of the street), and areas where windrows associated with former agricultural uses exist.

The background viewshed is, however, commanding and memorable. The City's *General Plan* notes that the City is surrounded by a significant amount of visible open space, including the Jurupa Mountains located south of the proposed Specific Plan Update area. The City's *General Plan* designates these mountains as one of the City's most important scenic resources, and are considered a dominant, dramatic scenic feature for the project site. The San Gabriel Mountains and San Bernardino Mountains are both also visible to the north, although at a much greater distance than the Jurupa Mountains. Scenic vistas are clearly part of what distinguishes the project site, particularly its southernmost areas.

VIEW CORRIDORS

The *Community Design Element* of the City's *General Plan* identifies a total of five view corridors within the City. Four of these corridors occur along major north-south roadways within the City, while the other occurs along Fontana Avenue.

A total of four of the City's view corridors occur either within or adjacent to the project site, and include Cherry, Beech, Citrus, and Fontana Avenues. The Cherry, Beech, and Citrus Avenue corridors identify visual resources (the Jurupa Mountains) to the south, while visual resources are identified towards Valley Boulevard along Fontana Avenue.

To visually enhance these corridors, the *General Plan* recommends various design guidelines that include: creating spacious view corridors; developing architectural design guidelines for industrial and commercial uses constructed within the corridor areas; and the incorporation of community design themes, unique streetscape identity, and installation of landscaping enhancements at strategic locations along the roadways. The identified view corridors along Cherry, Beech, Citrus, and Fontana Avenues enhance the visual tie-in between the project site and the Jurupa Mountains viewshed and scenic vistas.

LIGHT/GLARE

Potential impacts caused by lighting can occur as a result of light emanating from the interior of structures passing through windows as well as from exterior sources, such as street lighting, security lighting, and landscape lighting. Unwanted or misdirected light may also “spillover” onto adjacent properties, causing adverse effects on landowners or occupants, as well as on undeveloped natural habitat areas where wildlife may be affected. In addition, glare effects may occur when luminance within the visual field is created that is significantly greater than the luminance to which one’s eyes are adjusted. Glare effects may result in general annoyance, physical discomfort, or a temporary loss in visibility.

Existing light and glare conditions vary within the Specific Plan Update area. The majority of areas developed with industrial uses are currently impacted by streetlights and nighttime security lighting. However, smaller portions of the project site (single-family residential areas and former agricultural uses) are impacted by light, glare, and spillover to a lesser extent. Primary thoroughfares within the Specific Plan Update area (e.g., Slover, Cherry, Beech, and Citrus Avenues) are impacted by heavier amounts of automobile headlights/glare.

4.1.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the *CEQA Guidelines* contains the *Initial Study Environmental Checklist Form*. The Checklist includes questions relating to aesthetics and light/glare, which have been utilized as thresholds of significance in this section. Accordingly, a significant environmental impact would occur if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

The City’s *General Plan EIR* states that a development would have a significant impact if it either substantially affects a scenic vista or substantially degrades the existing visual character or quality of a site or its surroundings. The *General Plan EIR* found that, even with implementation



of mitigation measures, visual impacts arising out of the buildout of the *General Plan*, and specifically those impacts arising out of the conversion of open space to urban uses on existing open views and distant panoramic views, would result in an unavoidable significant impact.

4.1.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The analysis of visual impacts focuses on the nature and magnitude of changes in the visual character of the project area that could occur as a result of implementation of the SWIP Specific Plan Update and Annexation Project. Existing structures and land development patterns were photographically documented during site visits by RBF Consulting staff conducted as part of the development of this Program EIR. In addition, street level and aerial surveys were conducted by computer via Google Earth to verify existing conditions both within and surrounding the proposed project site. Light and glare impacts were assessed by comparing existing light sources with, and glare impacts from, new night lighting.

Since characterizing aesthetic impacts can be highly subjective, evaluation of aesthetic resources involves objectively identifying the visual features of the landscape and determining their importance. The analysis of visual impacts focuses on the nature and magnitude of changes in the visual character of the project site due to the proposed project. Examples would include a scenic vista along the boundary of a community or a pleasing streetscape with trees, well kept residences, and yards. These are scenic resources that create a pleasing impression of an area. Incompatible uses and wide variations in the quality of streetscape and property maintenance would likewise create a less than pleasing impression.

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

The proposed project would require an amendment to the City's *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the programmatic analysis and mitigation provided in the *General Plan EIR* is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis*, of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.



PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize aesthetic and light/glare impacts and associated costs through the following Project Design Features:

1. The proposed Specific Plan Update includes an extensive set of land use and development regulations that would include requirements for development intensity, lot dimensions, setbacks, structure heights, and accessory buildings; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.
2. The project would implement a streetscape program (street trees, shrubs, groundcover, and gateway designs) that would improve the overall aesthetic character of the area; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.
3. Outdoor lighting shall not exceed 20 feet in height unless it has a light cutoff of 90 degrees or less, in which case a maximum height of 30 feet may be allowed; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.

SCENIC VISTAS

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

Impact 4.1-1

*Future development associated with the proposed project would have a substantial adverse effect on a scenic vista. **Determination: Significant and Unavoidable Impact.***

The *General Plan* identifies the San Bernardino and San Gabriel Mountains to the north of the City and the Jurupa Mountains to the south as important visual resources within the Fontana area. These features provide scenic relief within the landscape and offer distant varied views that contribute to the character of the region.

The project site is located approximately one-quarter to one-half mile from the foothills of the Jurupa Mountains. Due to their proximity, the mountains have considerably greater visual impact on the Specific Plan Update area than the more distant San Gabriel and San Bernardino Mountains to the north. Cherry, Beech, and Citrus Avenues offer especially dramatic views of the Jurupa Mountains given their north-south orientation. As stated above, Cherry, Beech, and Citrus Avenues are identified as view corridors within the *General Plan*. Generally, the southeastern portion of the project site (where the most undeveloped area occurs) affords the best uninterrupted, panoramic views of the Jurupa Mountains to the south.

In addition to the mountains, scenic vistas within the project site also include isolated windrows viewed across large open spaces and along several roadways within the southern portion of the Specific Plan Update area.



The proposed SWIP Specific Plan Update and Annexation Project would include development on existing undeveloped areas of the project site. The introduction of new structures, walls/fences, aesthetic screening, and landscaping could result in the blockage or impairment of views towards scenic vistas, including the Jurupa Mountains to the south. In addition, the project could result in the removal of the isolated windrows located within the southerly portion of the project site. According to requirements within the Specific Plan Update, the maximum structure height within the Slover Central Industrial and Jurupa South Districts would be 100 feet. All other districts, including the southeastern portion of the project site (where the most uninterrupted, panoramic views of the Jurupa Mountains occur) would have a maximum structure height of 60 feet.

To minimize impacts related to future development upon existing scenic vistas, the proposed SWIP Specific Plan Update includes an extensive range of land use and development regulations that set specific requirements for development intensity, lot dimensions, setbacks, structure heights, and accessory buildings. In addition, Cherry, Beech, and Citrus Avenues would include widening and beautification improvements, in addition to minimum 20-foot setbacks to protect the view corridors towards the Jurupa Mountains to the south.

Moreover, the project would comply with the requirements of *Article III - Preservation of Heritage, Significant and Specimen Trees* of the *City of Fontana Municipal Code*. Adherence would provide some protection for existing windrows and other heritage and specimen trees located within the project site; however, the Code's provisions allow removal of trees located within the ultimate right-of-way of public streets as shown within the *Circulation Element* of the City's *General Plan*. Section 28-67(a)(1) requires replacement of eucalyptus tree windrows at a ratio of up to 4:1, depending upon the health of the tree.

Although the project includes various design features to minimize impacts to scenic vistas and would comply with existing local requirements, impacts related to the buildout of future development associated with the project would remain significant and unavoidable. The long-term buildout of industrial, commercial, and office uses throughout the SWIP Specific Plan Update area would result in a significant alteration in views of the Jurupa Mountains to the south and the San Gabriel/San Bernardino Mountains to the north.

Mitigation Measures: No feasible mitigation measures apply.

SCENIC RESOURCES

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

Impact 4.1-2

*Future development associated with the proposed project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. **Determination: Less Than Significant Impact.***



The project site exhibits little topographic relief, possesses no geologic formations that could be characterized as scenic resources, and the project site has been previously disturbed within an urbanized area. In addition, as noted within Section 4.4, *Cultural Resources*, there are no records of any significant historical structures existing on-site. As noted above, no designated State or County scenic highways exist in the vicinity of the project site. It is anticipated that future development associated with the Specific Plan Update and Annexation would result in an improvement in the visual character of the area.

The only resources on-site potentially exhibiting scenic value are the extant windrows that divide interior properties and add visual interest throughout the southern portion of the project site. To minimize impacts in regards to mature trees, the project would comply with *Article III - Preservation of Heritage, Significant and Specimen Trees* of the *City of Fontana Municipal Code*. Adherence would provide some protection for existing windrows and other heritage and specimen trees located within the project site; however, the Code's provisions allow removal of trees located within the ultimate right-of-way of public streets as shown within the *Circulation Element* of the City's *General Plan*. Section 28-67(a)(1) requires replacement of eucalyptus tree windrows at a ratio of up to 4:1, depending upon the health of the tree. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

VISUAL CHARACTER – SHORT-TERM

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

Impact 4.1-3

*Construction activities for future development within project boundaries would not significantly degrade the visual character of the site and/or its immediate surroundings during the short-term construction process. **Determination: Less Than Significant With Mitigation Incorporated.***

Visual impacts associated with construction activities would include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on a given project site during various stages of construction, as well as materials storage areas, or construction debris piles. Exposed trenches, roadway bedding, spoils/debris piles and steel plates would be visible during construction of proposed street and utility infrastructure improvements. These could temporarily degrade the existing visual character and quality of localized sites within the Specific Plan Update area and its surroundings during the construction phase of various improvements.

Construction-related impacts would be short-term and temporary; construction activity would not be continuous and would proceed site-specific development is implemented. Temporary screening of a particular construction or staging site should serve to partially relieve the visual distractions typically associated with construction activities commonly encountered in developed

areas. Moreover, areas of construction would vary within the project site such that areas of temporary visual distraction would change throughout the implementation of the Specific Plan Update. Mitigation Measure 4.1-3a, which would be included as a condition of approval for certain development projects and would be incorporated into construction documents, would ensure that this impact would be reduced to a less than significant level. Accordingly, the following mitigation measure shall be implemented.

Mitigation Measures:

- 4.1-3a For future development associated with the project located in or immediately adjacent to residentially zoned property, the following General Condition of Approval shall be imposed: Construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site to the extent practical. Staging areas shall be screened from view from residential properties with solid wood fencing or green fence. Construction worker parking may be located off-site with approval of the City; however on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the project site. Surrounding streets shall be swept daily and maintained free of dirt and debris.

VISUAL CHARACTER – LONG-TERM

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

Impact 4.1-4

*Future development associated with the proposed project would not permanently degrade the visual character of the site and/or its immediate surroundings. **Determination: Less Than Significant Impact.***

The project area is highly industrialized in nature, primarily supporting heavy industrial and trucking/distribution-related uses. Generally, the project area is void of valuable scenic resources. Implementation of the proposed project is anticipated to result in a substantial long-term change in the visual character of the Specific Plan Update area; however, that change would not be characterized as “degrading.” Rather, future development is expected to introduce new structures that are attractive in design, well-landscaped and well-maintained. In addition, implementation of the project would result in major road and infrastructure improvements, including appropriate streetscape and landscaping amenities.

To minimize impacts related to visual character, the proposed SWIP Specific Plan Update includes an extensive range of land use and development regulations that set specific requirements for development intensity, lot dimensions, setbacks, structure heights, and

accessory buildings. Streetscape requirements would implement street trees, shrubs, groundcover, and gateway improvements. Thus, impacts in regards to long-term visual character are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

LIGHT AND GLARE

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

Impact 4.1-5

*Future development associated with the proposed project would not create a new source of light/glare that would adversely affect views in the area. **Determination: Less Than Significant Impact.***

Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted. This can cause annoyance, discomfort or loss in visual performance and visibility. Light pollution is caused by stray light from unshielded light sources and light reflecting off surfaces that enters the atmosphere where it illuminates and reflects off dust, debris, and water vapor to cause an effect known as “sky glow.” Light pollution can substantially limit visual access to the night sky, compromise astronomical research, and adversely affect nocturnal environments. New development can cause such impacts by introducing new light sources such as street lighting, exterior and interior building lighting, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows.

Future development associated with the SWIP Specific Plan Update and Annexation Project would allow for construction and operation of a mix of commercial, industrial, and office land uses within the project site. Such development would have the potential to create new sources of outdoor light and glare in the form of streetlights, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

Per the land use and development regulations provided in the Specific Plan Update, all future development would be required to comply with the lighting requirements of the City’s *Municipal Code* (Chapter 30), to reduce the potential for light and/or glare effects to occur. In addition, outdoor lighting will not exceed 20 feet in height unless it has a light cutoff of 90 degrees or less, in which case a maximum height of 30 feet may be allowed.

Consistent with the *Municipal Code* and Specific Plan Update development regulations, and as applicable, all exterior lighting shall be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets. Adequate lighting levels shall be

provided to ensure a safe environment, while not creating areas of intense light or glare. Light fixtures and poles shall also be designed and placed in a manner consistent and compatible with overall site and building design, and high-intensity security lighting fixtures shall not be substituted for site or landscape lighting or general building exterior illumination, but shall be limited to loading and storage locations or other similar service areas. In addition, all lighting provided to illuminate parking areas or buildings shall be positioned so as to direct light away from adjoining properties.

These regulations are considered to be either design measures or existing regulations rather than mitigation measures pursuant to CEQA standards. Incorporation of such features into future development within the project site would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects or light spillover onto adjacent properties. As such, consistency with the *Municipal Code* and lighting requirements of the Specific Plan Update would ensure that potential impacts associated with light and glare would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.1.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an



approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.¹

SCENIC VISTAS

The most prominent scenic vista in the general vicinity of the project site and surrounding area is the Jurupa Mountains, although more distant vistas of the San Gabriel and San Bernardino Mountains are also available. The site is surrounded by, and includes, urban development of various kinds. All of the existing development in the vicinity of the site has resulted in a change in the available scenic vistas. Surrounding development has eliminated open spaces, narrowed view corridors, and in some cases, obstructed or significantly altered scenic vistas previously available. Future development associated with the proposed project would continue this same pattern.

In its analysis of the effects of *General Plan* build-out on scenic vistas the *General Plan EIR* concluded that substantial increase in urban uses throughout the City and its Sphere of Influence would substantially alter open space views. The *General Plan EIR* further noted that this alteration might affect views of the Jurupa Mountains, obstructing existing open views and/or potentially obstructing distant panoramic views from existing development. In its cumulative impact analysis, the *General Plan EIR* concludes that the conversion of land would result in a potential significant visual impact that would remain significant even with mitigation as proposed.

On a smaller scale, the cumulative development that has occurred in the vicinity of the proposed project site has already resulted in the alteration of previously available open space views. As stated above under the impact analysis for Impact 4.1-1, the SWIP Specific Plan Update and Annexation Project would result in a significant and unavoidable impact to scenic resources. Thus, although cumulative development in the project area has already had (and will continue to have) adverse impacts related to scenic vistas, the cumulative contributions of the project (in combination with the cumulative projects identified above) would also be significant and unavoidable.

SCENIC RESOURCES

Construction of currently approved and pending projects in the vicinity of the project site would permanently alter the nature and appearance of this area of the City as future development occurs. The proposed project would not directly result in or induce physical development within the Specific Plan Update area or the surrounding areas. The cumulative projects in the site vicinity identified above may convert existing off-site open space to urban uses, potentially resulting in the incremental loss of visible open space.

¹ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



As noted previously, the *General Plan EIR* found that continued development in the City pursuant to the *General Plan* would result in significant and unavoidable visual impacts. However, within the project site vicinity, the impact of development has not resulted in substantial damage to scenic resources. No historic buildings are known to have been lost, no damage has been done to geologic formations and even though some extant windrow trees have been removed to make way for new buildings and street improvements, implementation of the City's *Heritage, Significant and Specimen Tree Ordinance* has resulted in the addition of trees to the area as well as an overall improvement in the aesthetic character of the vicinity.

The analysis provided above concludes that the only resources on-site potentially exhibiting scenic value are the extant windrows that divide interior properties and add visual interest throughout the southern portion of the project site. These impacts would be minimized through adherence to existing City standards related to tree preservation. Potential localized scenic impacts to windrows within the site vicinity would not have the ability to significantly interact with the identified cumulative projects described above. As such, a cumulatively considerable impact would not occur.

VISUAL CHARACTER

Short-Term Effects (Construction). It is anticipated that future construction activities within the cumulative study area and the proposed project site would occur on various sites and at varied times, when an application for development is made. Potential construction-related visual impacts would be short-term and would cease upon completion. Project-related construction, in combination with cumulative development, could temporarily degrade the existing visual character or quality of the project area and its surroundings and result in a cumulatively significant, though temporary cumulative impact. However, the mitigation measure provided in this Program EIR would, when implemented, reduce temporary construction impacts of construction in the Specific Plan Update area to a less than significant level. Accordingly, as the project would not directly result in physical development within the site, the direct and indirect impacts of the project would not make a cumulatively considerable contribution to short-term temporary construction impacts. The project would have a limited ability to interact with identified cumulative projects, given the short-term nature of construction and localized area of impact. Therefore, the project would not result in cumulatively considerable effects and no additional mitigation measures are required.

Long-Term Effects. As stated above, the project area is highly industrialized in nature, primarily supporting heavy industrial and trucking/distribution-related uses. Generally, the project area is void of valuable scenic resources. Implementation of the proposed project, in combination with cumulative development in the area, is anticipated to result in a substantial long-term change in the visual character of the Specific Plan Update area; however, that change would not be characterized as "degrading." Rather, future development is expected to introduce new structures that are attractive in design, well-landscaped and well-maintained. In addition, implementation of the project would result in major road and infrastructure improvements, including appropriate streetscape and landscaping amenities.



Based on the project-specific analysis of long-term effects provided above, impacts related to visual character were determined to be less than significant. When considering the land use and development regulations governing proposals within the Specific Plan Update area and project-specific review that has and would occur for identified cumulative development within the site vicinity, impacts in this regard are anticipated to be less than significant and would not be cumulatively considerable.

LIGHT AND GLARE

The proposed project site is situated within an urbanized area, consisting primarily of industrial and trucking/distribution-related uses. The proposed project, in combination with cumulative development in the area, would allow for construction and operation of a range of new development. Such development would have the potential to create new sources of outdoor light and glare in the form of streetlights, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

However, all new development would be regulated by Chapter 30 of the City's *Municipal Code*, which sets lighting standards to ensure that impacts are minimized. The *Municipal Code* recognizes that lighting requirements differ with different uses and the interface of different types of development, particularly the interface between industrial/commercial development and residential development. Thus, upon adherence to existing City requirements, the project (in combination with the cumulative projects identified above) is not considered cumulatively considerable and impacts are less than significant in this regard.

4.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

This Program EIR has determined that all impacts related to aesthetics, light, and glare would be less than significant with exception of scenic vistas. On a project and cumulative basis, long-term buildout of the proposed project would have significant and unavoidable impacts on scenic vistas surrounding the site.

If the City of Fontana approves the project, the City shall be required to cite their findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.



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Air Quality and Climate Change

Section 4.2

4.2.1 INTRODUCTION

The purpose of this section is to evaluate potential air quality impacts associated with the proposed Specific Plan Update. This section also includes a comprehensive global climate change analysis. Information in this Section is based primarily on the *CEQA Air Quality Handbook*, prepared by the South Coast Air Quality Management District, April 1993 (as revised through November 1993), *Air Quality Data* (California Air Resources Board 2008 through 2010); and the *Final Air Quality Management Plan for the South Coast Air Basin*, prepared by the South Coast Air Quality Management District, 2007.

4.2.2 EXISTING REGULATORY SETTING

FEDERAL

United States Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are O₃, CO, NO₂, which is a form of NO_x, SO₂, which is a form of SO_x, PM₁₀, PM_{2.5}, and lead (Pb); refer to Table 4.2-1, *National and California Ambient Air Quality Standards*.

STATE

California Air Resources Board

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 4.2-1, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP’s also serve as the basis for preparation of the State Implementation Plan (SIP) for the State of California.



Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that have prepared AQMP's to accomplish a five-percent annual reduction in emissions. The *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP) relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local level. The 2007 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2007 AQMP includes new information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, SCAQMD, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for PM_{2.5} and O₃;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

LOCAL

Fontana General Plan Air Quality Element

The Fontana General Plan includes an Air Quality Element (Chapter 13). Fontana has a unique set of issues with regard to air quality. The City is located toward the northeast portion of the SCAB at the foot of the Cajon Pass that separates the San Gabriel Mountains to the west and the San Bernardino Mountains to the east. It is particularly affected by inversions that trap cooler air below and prevent it from rising. Coupled with the proximity of the mountains, these inversions serve as a cap that hinders pollution dispersion through the pass. Upwind pollution sources, local industry, and high traffic volumes bring large concentrations of pollutants into the city.



**Table 4.2-1
National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ⁴	Attainment Status
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Nonattainment	NA ⁵	NA ⁵
	8 Hours	0.07 ppm (137 µg/m ³)	Unclassified	0.075 ppm (147 µg/m ³)	Nonattainment
Particulate Matter (PM ₁₀)	24 Hours	50 µg/m ³	Nonattainment	150 µg/m ³	Nonattainment
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	NA ⁶	Nonattainment
Fine Particulate Matter (PM _{2.5})	24 Hours	No Separate State Standard		35 µg/m ³	Unclassified
	Annual Arithmetic Mean	12 µg/m ³	Nonattainment	15 µg/m ³	Nonattainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment
	1 Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment
Nitrogen Dioxide (NO ₂) ⁷	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	NA	53 ppb (100 µg/m ³)	Attainment
	1 Hour	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	NA
Lead (Pb)	30 days average	1.5 µg/m ³	Attainment	N/A	NA
	Calendar Quarter	N/A	NA	1.5 µg/m ³	Attainment
Sulfur Dioxide (SO ₂)	24 Hours	0.04 ppm (105 µg/m ³)	Attainment	N/A	Attainment
	3 Hours	N/A	NA	N/A	Attainment
	1 Hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	NA
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Unclassified		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	Unclassified		

µg/m³ = micrograms per cubic meter; ppm = parts per million; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time.

N/A = Not Applicable; ppb = parts per billion

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM₁₀ and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, the California Air Resources Board (CARB) identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 parts per million ambient concentration specified in the 1978 standard.
2. National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.
6. The Environmental Protection Agency revoked the annual PM₁₀ standard in 2006 (effective December 16, 2006).
7. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective January 22, 2010).

Source: California Air Resources Board and U.S. Environmental Protection Agency, September 8, 2010.



Climate Change Regulatory Programs

FEDERAL

The Federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The EPA actively participates in multilateral and bilateral activities by establishing partnerships and providing leadership and technical expertise. Multilaterally, the United States is a strong supporter of activities under the United Nations Framework Convention on Climate Change (UNFCCC) and the Intergovernmental Panel on Climate Change (IPCC).

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus around the evidence that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In December 2007, Congress passed the first increase in corporate average fleet fuel economy (CAFE) standards. The new CAFE standards represent an increase to 35 miles per gallon (mpg) by 2020. In March 2009, the Obama Administration announced that for the 2011 model year, the standard for cars and light trucks will be 27.3 mpg, the standard for cars will be 30.2 mpg; and standard for trucks would be 24.1 mpg. Additionally, in May 2009 President Barack Obama announced plans for a national fuel-economy and greenhouse gas (GHG) emissions standard that would significantly increase mileage requirements for cars and trucks by 2016. The new requirements represent an average standard of 39 mpg for cars and 30 mpg for trucks by 2016.

In September 2009, the EPA finalized a GHG reporting and monitoring system that began on January 1, 2010. In general, this national reporting requirement will provide the EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of carbon dioxide (CO₂) per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective emissions reduction strategies. This new program covers approximately 85 percent of the nation's GHG emissions and applies to approximately 10,000 facilities. The reporting system is intended to provide a better understanding of where GHGs are coming from and will guide development of the best possible policies and programs to reduce emissions.

Currently, the EPA is moving forward with two key climate change regulatory proposals, one to establish a mandatory GHG reporting system and one to address the 2007 Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) regarding the EPA's obligation to make an endangerment finding under Section 202(a) of the FCAA with respect to GHGs. *Massachusetts v. EPA* was argued before the United States Supreme Court on November 29, 2006. A coalition of 12 U.S. states and cities (including New York and California), in conjunction with several environmental organizations, challenged the EPA's refusal to regulate GHGs as a pollutant under the FCAA. The plaintiffs contended that the FCAA gives the EPA

the necessary authority, and the mandate, to address GHGs in light of the scientific evidence on global climate change. The EPA had concluded that it had no authority under existing law to regulate GHGs, and for a variety of policy reasons, it would not use that authority even if it possessed it. The U.S. Supreme Court held that the EPA has statutory authority to regulate GHG emissions from new motor vehicles. Under the FCAA, the EPA is now obligated to issue rules regulating global warming pollution from all major sources. In April 2009, the EPA concluded that GHGs are a danger to public health and welfare, establishing the basis for GHG regulation. However, as of January 2011 there are no Federal regulations or policies regarding GHG emissions applicable to the proposed project.

STATE

CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA, which was adopted in 1988. Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 1493. In response to the transportation sector accounting for more than half of California's CO₂ emissions, Assembly Bill (AB) 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is noncommercial personal transportation in the State. The bill required that CARB set the GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers. CARB adopted the standards in September 2004. (See Title 13, Cal. Code of Regs., § 1900, 1961.) Amendments to CCR Title 13, Sections 1900 and 1961 (13 CCR 1900, 1961), and adoption of Section 1961.1 (13 CCR 1961.1) require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily for the transportation of persons), beginning with the 2009 model year. For passenger cars and light-duty trucks with a loaded vehicle weight (LVW) of 3,750 pounds or less, the GHG emission limits for the 2016 model year are approximately 37 percent lower than the limits for the first year of the regulations, the 2009 model year. For light-duty trucks with LVW of 3,751 pounds to gross vehicle weight (GVW) of 8,500 pounds, as well as medium-duty passenger vehicles, GHG emissions would be reduced approximately 24 percent between 2009 and 2016. These standards are intended to reduce emissions of carbon dioxide and other GHGs (i.e., nitrous oxide and methane). Some currently used technologies that achieve GHG reductions include small engines with superchargers, continuously variable transmissions, and hybrid electric drive.



In December 2004, a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of 13 CCR Sections 1900 and 1961 as amended by AB 1493 and 13 CCR 1961.1 (*Central Valley Chrysler-Jeep et al. v. Catherine E. Witherspoon, in Her Official Capacity as Executive Director of the California Air Resources Board, et al.*). The automobile-makers' suit in the U.S. District Court for the Eastern District of California, contended California's implementation of regulations that, in effect, regulate vehicle fuel economy, violates various Federal laws, regulations, and policies.

On December 12, 2007, the court found that if California receives appropriate authorization from the EPA (the last remaining factor in enforcing the standard), then these regulations would be consistent with and have the force of Federal law, thus, rejecting the automobile-makers' claim. This authorization to implement more stringent standards in California was requested in the form of a FCAA Section 209(b), waiver in 2005. Since that time, the EPA failed to act on granting California authorization to implement the standards. Then Governor Schwarzenegger and then Attorney General Edmund G. Brown filed suit against EPA for the delay. In December 2007, EPA Administrator Stephen Johnson denied California's request for the waiver to implement AB 1493. Johnson cited the need for a national approach to reducing GHG emissions, the lack of a "need to meet compelling and extraordinary conditions," and the emissions reductions that would be achieved through the Energy Independence and Security Act of 2007 as the reasoning for the denial.

The State of California filed suit against the EPA for its decision to deny the FCAA waiver. The change in presidential administration resulted in the EPA reexamining its position for denial of California's FCAA waiver and for its past opposition to GHG emissions regulation. California received the waiver on June 30, 2009.

Assembly Bill 32. The Legislature enacted AB 32 (AB 32, Nuñez), the California Global Warming Solutions Act of 2006, which was signed on September 27, 2006 to further the goals of Executive Order S-3-05. (Health & Safety Code, § 38500 et seq.) AB 32 requires CARB to adopt statewide GHG emissions limits to achieve statewide GHG emissions levels realized in 1990 by 2020. A longer-range goal requires an 80 percent reduction in GHG emissions from 1990 levels by 2050. CARB adopted the 2020 statewide target and mandatory reporting requirements in December 2007, and a statewide scoping plan in December 2008 (the AB 32 Scoping Plan). AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries, with penalties for noncompliance. CARB has been assigned to carry out and develop the programs and requirements necessary to achieve the goals of AB 32. The foremost objective of CARB is to adopt regulations that require the reporting and verification of statewide GHG emissions. This program would be used to monitor and enforce compliance with the established standards. In passing the bill, the California Legislature found that:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal



businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems [California Health & Safety Code, Sec. 38500, Division 25.5, Part 1].

CARB is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 allows CARB to adopt market-based compliance mechanisms to meet the specified requirements. In December 2008, CARB adopted a Scoping Plan to achieve reductions in GHG emissions in California. The plan indicates how reductions in significant GHG sources would be achieved through regulations, market mechanisms, and other actions.

On December 16, 2010, CARB endorsed the long-awaited regulation implementing California's GHG cap-and-trade program. Pursuant to AB 32, and subject to a variety of final actions by the Executive Director and approval by the Office of Administrative Law (OAL), the regulations will be included within Title 17 of the California Code of Regulation, sections 95800-96022, entitled *California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms*.

The cap-and-trade program covers approximately 80 percent of the State's total GHG emissions and is considered a key element in achieving the overall strategy set forth in the Scoping Plan. The program, as implemented through the regulation, "caps" GHG emissions by issuing annual allowances (each covering the equivalent of one metric ton of carbon dioxide equivalent [MTCO₂eq¹]) to regulated entities. Covered entities include those that meet the inclusion threshold of 25,000 MTCO₂eq per year and engage in: cement production; cogeneration; glass production; hydrogen production; iron and steel production; lime manufacturing; nitric acid production; oil and natural gas systems; petroleum refining; paper and pulp manufacturing; electricity generating facilities (including operators located in California or electricity importers); and natural gas suppliers. The regulation also allows entities that engage in the above production and manufacturing activities to opt-in even if they do not meet the 25,000 metric ton inclusion threshold. Others may also voluntarily associate into the program. By opening the program to non-covered entities, CARB hopes to create a trading market in which investment banks, citizens groups and the general public would be allowed to hold allowances and would be subject to the registration and reporting requirements. The first compliance phase begins on January 1, 2012 through December 31, 2014, and will cover all major industrial sources, including the electricity industry and large industrial plants that manufacture glass, paper, concrete and other products. The second compliance phase begins On January 1, 2015 through December 31, 2017, and will cover distributors of transportation fuels, natural gas and other fuels. A third compliance period starts on January 1, 2018 through December 31, 2020.

As noted above, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted. In order to advise the Board, CARB staff convened an

¹ Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee.

Executive Order S-3-05. The Executive Order S-3-05 established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (the Secretary) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agencies involved in the GHG reduction plan include Secretary of Business, Transportation, and Housing Agency, Secretary of Department of Food and Agriculture, Secretary of Resources Agency, Chairperson of CARB, Chairperson of the Energy Commission, and the President of the Public Utilities Commission. The Secretary is required to submit a biannual progress report to the Governor and State Legislature disclosing the progress made toward GHG emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, and the coastline and forestry, and reporting possible mitigation and adaptation plans to combat these impacts.

Executive Order S-1-07. On January 18, 2007, California further solidified its dedication to reducing GHGs by setting a new Low Carbon Fuel Standard for transportation fuels sold within the State. Executive Order S-1-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least ten percent by 2020. The Low Carbon Fuel Standard applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods. The Executive Order requires the Secretary of the California Environmental Protection Agency to coordinate with actions of the California Energy Commission, CARB, the University of California, and other agencies to develop a protocol to measure the "life cycle carbon intensity" of transportation fuels.

Senate Bill 97. Senate Bill (SB) 97 of 2007 requires the California Office of Planning and Research (OPR) to develop CEQA guidelines for analysis and, if necessary, the mitigation of effects of GHG emissions to the Resources Agency. These guidelines for analysis and mitigation must address, but are not limited to, GHG emissions effects associated with transportation or energy consumption. On December 30, 2009, the Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375. SB 375 requires metropolitan planning organizations (MPOs) to include sustainable communities strategies in their regional transportation plans. The purpose of SB 375 is to reduce GHG emissions from automobiles and light trucks, require CARB to provide GHG emission reduction targets from the automobile and light truck sector for 2020 and 2035 by January 1, 2010, and update the regional targets until 2050. SB 375 requires certain

transportation planning and programming activities to be consistent with the sustainable communities strategies contained in the regional transportation plan. The bill also requires affected regional agencies to prepare an alternative planning strategy to the sustainable communities strategies if the sustainable communities strategy is unable to achieve the GHG emissions reduction targets.

SB 375 includes the ability to streamline certain projects which are consistent with an MPO's Sustainable Communities Strategy. CARB released its staff report on proposed regional GHG reduction targets for passenger cars and light trucks as well as its CEQA Functional Equivalent Document on August 9, 2010.

Senate Bills 1078 and 107 and Executive Order S-14-08. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. Executive Order S-14-08 was signed in November 2008, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

2010 California Green Building Standards Code. The State has adopted the 2010 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11 (CALGreen), which became effective January 1, 2011. These standards address such measures as new energy efficiency regulations through the California Energy Commission, water conservation (reduce indoor use by at least 20 percent), irrigation controllers, waste reduction, VOC limits on construction materials, and heating, ventilation, and air conditioning (HVAC) system design.²

CARB Scoping Plan

December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.³ CARB's Scoping Plan contains the main strategies California will implement to reduce CO₂eq emissions by 174 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO₂eq under a business as usual (BAU)⁴ scenario (This is a reduction of 42 MMT CO₂eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020).

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and

² <http://www.bsc.ca.gov/CALGreen/default.htm>, accessed on September 28, 2011.

³ California Air Resources Board, *Climate Change Scoping Plan, A Framework for Change*, December 2008.

⁴ "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.



residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

In *Association of Irrigated Residents, et al. v. California Air Resources Board, et al.*, the Superior Court of California for the County of San Francisco (Superior Court) issued a Final Order on May 20, 2011 that prevents CARB from implementing a statewide GHG regulatory program. Although the court upheld the impact analysis contained in the environmental document for the Scoping Plan, the court found that the analysis of project alternatives was not sufficient for informed decision-making and public review under CEQA. The court found that CARB violated CEQA by failing to fully evaluate possible alternatives to the measures described in the Scoping Plan, and focused specifically on the cap and trade program. The court noted that CEQA requires that CARB undertake a similar analysis of the impacts of each alternative so that the public may know not only why cap and trade was chosen, but also why the alternatives were not.

It should be noted that the Superior Court held in the favor of CARB on all substantive challenges to the State's compliance with AB 32 mandates. The Court stated that "as the agency with technical expertise and the responsibility for the protection of California's air resources, CARB has substantial discretion to determine the mix of measures needed to 'facilitate' the achievement of GHG reductions."⁵

On June 1, 2011, CARB filed a notice of appeal with the Court of Appeal, First Appellate District and followed up its appeal with a Petition for a Writ of Supersedeas, asking the First Appellate District to stay the Superior Court's decision. CARB's intent was to clarify the scope of the order, which enjoins CARB's implementation of all measures in the Scoping Plan, including programs like improved energy efficiency, clean car standards, and low-carbon fuel regulations. The First Appellate District granted CARB's Petition for Writ of Supersedeas, staying the Superior Court's injunction and allowing CARB to move forward with Scoping Plan implementation until the Court of Appeal renders a decision or issues another order. As a result of the lawsuit, CARB has adjusted the implementation schedule for the cap and trade program and compliance obligations have been pushed back.

CARB also released a Supplement to the AB 32 Scoping Plan Functional Equivalent Document on June 13, 2011, which is designed to address the CEQA flaws first identified by Superior Court. The Supplement provides an expanded analysis of the five alternatives to the Scoping Plan, including a no project alternative, a variation of the proposed combination of reduction measures proposed in the Scoping Plan, and three alternatives based on specific programs including cap-and-trade, source-specific regulatory requirements, and a carbon fee or tax.

⁵ Superior Court of California, County of San Francisco, *Statement of Decision: Association of Irrigated Residents, et al v. California Air Resources Board*, March 18, 2011.



LOCAL

South Coast Air Quality Management District

The SCAQMD adopted a Policy on Global Warming and Stratospheric Ozone Depletion in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of CFCs, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of HCFCs by the year 2000;
- Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

4.2.3 EXISTING ENVIRONMENTAL SETTING

The State of California is divided geographically into 15 air basins. The proposed Specific Plan Update area is located within the South Coast Air Basin (SCAB). The SCAB covers approximately 6,600 square miles. The SCAB generally includes all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The San Gabriel, San Bernardino, and San Jacinto Mountains define the northern and eastern boundaries of the SCAB.

CLIMATE/METEOROLOGY

Much of the SCAB is frequently under the influence of a high-pressure atmospheric condition known as a “Pacific High”. This atmospheric condition creates a mild Mediterranean climate that is tempered by cool sea breezes. Throughout most of the year, moderate temperatures and comfortable levels of humidity characterize the climate. The SCAB’s climate is infrequently interrupted by periods of extremely hot weather and winter storms. Precipitation is generally limited to storms during the winter season.

The average annual temperature varies little throughout the SCAB, averaging 75 degrees Fahrenheit. However, the inland portions of the SCAB show greater variability in annual minimum and maximum temperatures due to less pronounced temperature influences from the



ocean. January is usually the coldest month, while July and August are usually the hottest months of the year.

The SCAB has a semi-arid climate. However, the surface air along the coast is moist due to the presence of a shallow marine layer. Periods of heavy fog, and low stratus clouds, occasionally referred to as “high fog”, are characteristic climate features of the SCAB. Annual average relative humidity is 70 percent at the coast and 57 percent in the inland areas. Precipitation is typically 9 to 14 inches annually in the SCAB. Precipitation rarely comes in the form of snow or hail, except in higher mountain elevations, due to typically warm weather.

Compared with other urban areas in the United States, the SCAB has relatively low average wind speeds. The dominant daily wind pattern is a sea breeze during the day and a land breeze at night. The daily wind pattern is occasionally interrupted by winter storms and strong northeasterly winds, which are known as Santa Ana winds. The City of Fontana is located toward the northeast portion of the SCAB at the foot of the Cajon Pass. Santa Ana winds blow from a northerly direction through the Cajon Pass and then follow the Santa Ana River in a southwestern direction to the coast. Santa Ana wind conditions tend to last for several days at a time, and sustained winds of 60 miles per hour with higher gusts are not uncommon in the City.

Temperature inversions normally occur within the SCAB. A temperature inversion is a layer of warm, dry air that lies over a layer of cooler, moist marine air. The layer of warm, dry air essentially acts like a lid and prevents the layer of cool, moist marine air from vertically rising. Inversions typically break apart as the sun warms the ground and the lower layer of cold air. As the temperature of the lower layer of air approaches the temperature of the upper layer of air, the inversion breaks down and allows both layers to mix together. This break up occurs in the mid-to late-afternoon on hot summer days. Inversions that occur in the winter typically break up by mid-morning. Coupled with the City’s proximity to the mountains, these inversions serve as a cap that hinders pollutant dispersion.

Under ideal conditions, pollutants emitted into the air would quickly rise from the ground and disperse into the upper atmosphere. These ideal conditions are generally not present within the SCAB due to low wind speeds and frequent temperature inversions. Low wind speeds limit the circulation of air within the SCAB. As a result, air pollutants do not quickly disperse from their emissions source. Temperature inversions trap pollutants within the cooler layer of air near the ground. As a result, pollutants accumulate close to the ground and do not disperse vertically into the upper atmosphere. As a result of these two conditions, high concentrations of air pollution occur within the SCAB that lasts long periods of time.

The sunny climate of Southern California also exacerbates air quality conditions within the SCAB by contributing to the formation of ground level ozone, which is often referred to as smog. Automobiles, diesel trucks, and factories do not directly emit smog. Smog is formed in the atmosphere through complex chemical reactions between nitrogen oxides and reactive organic gases in the presence of sunlight. Exposure to ozone concentrations can cause eye irritation, aggravate respiratory disease, damage lung tissue, damage vegetation, and reduce visibility.



The concentration of heavy industrial uses in the City of Fontana, on-road motor vehicles, and area source emissions (e.g., space and water heating, landscape maintenance, consumer products, etc.) also contribute to poor air quality within the City. Specifically, the California Steel Industries facility, the Slag Pile, trucking facilities, and the California Speedway are major contributors to the City's air pollution.

ATTAINMENT STATUS

Ambient Air Quality Standards

National air quality policies are regulated through the FCAA of 1970 and the 1977 and 1990 amendments. Pursuant to the FCAA, the EPA has established NAAQS for six air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀) and lead (Pb). These pollutants are referred to as criteria pollutants because numerical criteria have been established for each pollutant, which define acceptable levels of exposure. The EPA has revised the NAAQS several times since their original implementation and will continue to do so as the health effects of exposure to air pollution are better understood. NAAQS, and the CAAQS are summarized in [Table 4.2-1](#).

Air quality management areas were designated as "attainment," "nonattainment" or "unclassified" for individual pollutants depending on whether or not they achieve the applicable NAAQS and CAAQS for each pollutant. In addition, California can designate areas as transitional. It is important to note that because the NAAQS and CAAQS differ in many cases, it is possible for an area to be designated attainment by the EPA (meets NAAQS) and nonattainment by CARB (does not meet CAAQS) for the same pollutant.

Areas that were designated as nonattainment in the past, but have since achieved the NAAQS, are classified as attainment-maintenance. The maintenance classification remains in effect for 20 years from the date that the area is determined by the EPA to meet the NAAQS. There are numerous classifications of the nonattainment designation, depending on the severity of nonattainment. For example, the O₃ nonattainment designation has seven subclasses: transitional, marginal, moderate, serious, severe-15, severe-17, and extreme. Areas that lack monitoring data are designated as unclassified areas. Unclassified areas are treated as attainment areas for regulatory purposes.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air-monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level. Therefore, air quality is often referred to in terms of ground-level concentrations. Ambient air pollutant concentrations in the SCAB are measured at 36 air quality-monitoring stations operated by the SCAQMD.



The local air quality monitoring stations located nearest to the project area is the Fontana Monitoring Station. The Fontana Monitoring Station monitors CO, O₃, NO_x, SO_x, PM₁₀, and PM_{2.5}. The data collected at these stations is considered to be representative of the air quality experienced on-site. Air quality data from 2008 through 2010 from the monitoring station is provided in Table 4.2-2, Local Air Quality Levels. The following air quality information briefly describes the various types of pollutants.

CARBON MONOXIDE (CO)

Carbon monoxide is a colorless and odorless gas. Cars, trucks, buses, and other types of motor vehicles are the main source of this pollutant in the SCAB. CO concentrations are generally higher along roadways especially in the early mornings. The State and Federal standard for CO is 9.0 parts per million (ppm), averaged over eight hours.

OZONE (O₃)

Ozone (O₃) occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" O₃ is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_x, and sunlight to form; therefore, ROGs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache and nausea.

**Table 4.2-2
Local Air Quality Levels**

Pollutant	California Standard	Federal Primary Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (1-hour)	0.09 ppm for 1 hour	NA ²	2008 ³ 2009 ³ 2010 ³	0.162 ppm 0.142 0.143	55/8 45/3 28/2
Ozone (8-hour)	0.07 ppm for 8 hours	0.075 ppm for 8 hours	2008 ³ 2009 ³ 2010 ³	0.125 ppm 0.129 0.101	81/58 65/48 52/33
Carbon Monoxide (1-hour)	20 ppm for 1 hour	35 ppm for 1 hour	2008 ³ 2009 ³ 2010 ³	2.00 ppm 2.40 2.73	0/0 0/0 0/0
Carbon Monoxide (8-hour)	9.0 ppm for 8 hour	9.0 ppm for 8 hour	2008 ³ 2009 ³ 2010 ³	1.69 ppm 1.45 1.44	0/0 0/0 0/0
Nitrogen Dioxide (1-hour)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2008 ³ 2009 ³ 2010 ³	0.101 ppm 0.106 0.072	0/NA 0/NA 0/NA
Particulate Matter PM ₁₀ ⁴	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2008 ³ 2009 ³ 2010 ³	75.0 µg/m ³ 75.0 62.0	12/0 11/0 NA/0
Fine Particulate Matter PM _{2.5} ⁴	No Separate Standard	35 µg/m ³ for 24 hours	2008 ³ 2009 ³ 2010 ³	49.0 µg/m ³ 46.4 42.6	NA/6 NA/2 NA/2
ppm = parts per million µg/m ³ = micrograms per cubic meter NM = Not Measured PM ₁₀ = particulate matter 10 microns in diameter or less PM _{2.5} = particulate matter 2.5 microns in diameter or less NA = Not Applicable					
Notes: 1. Maximum concentration is measured over the same period as the California Standard. 2. The U.S. Environmental Protection Agency revoked the Federal 1-hour Standard in June of 2005. 3. Measurement taken at the Fontana Monitoring Station located at 14360 Arrow Highway, Fontana, California 92335. 4. A calculation estimate of the number of days that a measurement would have been greater than the level of the standard had measurements been collected every day.					
Source: California Air Resources Board, <i>ADAM Air Quality Data Statistics</i> , http://www.arb.ca.gov/adam/welcome.html					

NITROGEN OXIDES (NO_x or Nitrogen Dioxide [NO₂])

NO₂ is a reddish-brown gas with an odor similar to bleach and is the by-product of fuel combustion that results from mobile and stationary sources. The SCAB has relatively low NO₂ concentrations, as very few monitoring stations have exceeded the State standard of 0.25 ppm (one hour) since 1988. NO₂ is itself a regulated pollutant, but it also reacts with hydrocarbons in the presence of sunlight to form O₃ and other compounds that make up photochemical smog.

SULFUR OXIDES (SO_x or Sulfur Dioxide [SO₂])

SO_x is a colorless gas with a sharp, irritating odor and results from the combustion of sulfur-containing fossil fuels from mobile and stationary sources. Diurnal concentrations are complex, but are typically higher at night. The State standard for SO_x is 0.25 ppm averaged over one-hour and the Federal standard is 0.14 ppm averaged over 24 hours.



PARTICULATE MATTER (PM₁₀)

PM₁₀ refers to suspended particulate matter which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003 CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

FINE PARTICULATE MATTER (PM_{2.5})

Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the SCAB as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

REACTIVE ORGANIC COMPOUNDS (ROGs)

Hydrocarbon compounds are any compounds containing various combinations of hydrogen and carbon atoms that exist in the ambient air. CARB's Emission Inventory Branch (EIB) uses the terms Total Organic Gases (TOG) and Reactive Organic Gases (ROG). California air pollution control districts report Total Organic Gases (TOG) to the EIB. ROGs contribute to the formation of smog and/or may themselves be toxic. ROGs often have an odor; some examples include gasoline, alcohol and the solvents used in paints. ROGs were not measured at the monitoring stations between 2004 and 2008.

GLOBAL CLIMATE CHANGE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."⁶ The greenhouse effect traps heat in the troposphere through a three-fold process,

⁶ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.



summarized as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-radiate long wave radiation. The Global Warming Potential of a gas is determined using carbon dioxide as the reference gas with a Global Warming Potential of one (1).

GHGs include, but are not limited to, the following:⁷

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a Global Warming Potential for water vapor.

- Carbon Dioxide (CO₂). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the course of the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 36 percent.⁸ Carbon dioxide is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The Global Warming Potential of methane is 21.

⁷ All Global Warming Potentials are given as 100 year Global Warming Potential. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

⁸ United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990 to 2009*, April 2011, <http://www.epa.gov/climatechange/emissions/usinventoryreport.html>.



- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of nitrous oxide is 310.
- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The Global Warming Potential of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.⁹
- Perfluorocarbons (PFCs). Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).¹⁰ The Global Warming Potential of PFCs range from 5,700 to 11,900.
- Sulfur hexafluoride (SF₆). Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the IPCC with a Global Warming Potential of 23,900. However, its global warming contribution is not as high as the Global Warming Potential would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm]).¹¹

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone depleters; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The Global Warming Potentials of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.¹²

⁹ United States Environmental Protection Agency, *High GWP Gases and Climate Change*, June 22, 2010. <http://www.epa.gov/highgwp/scientific.html>.

¹⁰ Ibid.

¹¹ Ibid.

¹² United States Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, November 7, 2006, <http://www.epa.gov/EPA-AIR/1996/January/Day-19/pr-372.html>.



- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The Global Warming Potential of methyl chloroform is 110 times that of carbon dioxide.¹³
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the EPA's Final Rule (57 FR 3374) for the phase out of ozone depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with Global Warming Potentials ranging from 4,600 for CFC 11 to 14,000 for CFC 13.¹⁴

Sensitive Receptors

Sensitive populations (sensitive receptors) are more susceptible to the effects of air pollution than the general population. Sensitive populations who are in proximity to localized sources of toxins and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive receptors within and near the proposed project area include residential dwelling units, schools, churches, and day care centers. This section analyzes short- and long-term impacts on both a regional and local scale. Where appropriate, mitigation measures are suggested to minimize potential impacts that could occur due to development facilitated by the proposed project.

In addition to mitigation measures noted below, future projects would also be subject to applicable General Plan EIR mitigation measures, and project-specific conditions of approval and/or mitigation developed through the City's discretionary review process.

4.2.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G, of the *CEQA Guidelines* contains analysis guidelines related to the assessment of air quality and greenhouse gas emissions impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, a project may create a significant environmental impact if one or more of the following occurs:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

¹³ Ibid.

¹⁴ United States Environmental Protection Agency, *Class I Ozone Depleting Substances*, March 7, 2006, <http://www.epa.gov/ozone/ods.html>.



- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations;
- Creation of objectionable odors affecting a substantial number of people (refer to Section 8.0, *Effects Found Not to be Significant*);
- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

AIR QUALITY

Under CEQA, the SCAQMD is an expert commenting agency on air quality and related matters within its jurisdiction or impacting its jurisdiction. The SCAQMD reviews projects to ensure that they will not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The *AQMD Air Quality Analysis Guidance Handbook* provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries; refer to Table 4.2-3, *SCAQMD Emission Thresholds*. Exceedance of the SCAQMD thresholds could result in a potentially significant impact.

Table 4.2-3
SCAQMD Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55
ROG = reactive organic gases NO _x = nitrogen oxides PM _{2.5} = particulate matter less than 2.5 microns CO = carbon monoxide SO _x = sulfur oxides PM ₁₀ = particulate matter less than 10 microns						
Source: SCAQMD, <i>CEQA Air Quality Handbook</i> , page 6-1, April 1993.						

Additionally, the SCAQMD criterion recommends performing a CO hotspot analysis 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.



Based on these significance thresholds and criteria, the project's effects have been categorized as either "effects found not to be significant" or "potentially significant impact." Feasible mitigation measures, which could avoid or minimize potentially significant impacts are identified. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a "significant unavoidable impact."

GREENHOUSE GASES

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. That being said, several options are available to lead agencies.

First, lead agencies may elect to rely on thresholds of significance recommended or adopted by state or regional agencies with expertise in the field of global climate change. (see CEQA Guidelines, §15064.7(c)). However, to date, neither CARB nor SCAQMD have adopted significance thresholds for GHG emissions for residential or commercial development under CEQA.¹⁵ CARB has suspended all efforts to develop a threshold, and SCAQMD's threshold remains in draft form.

Second, lead agencies may elect to conclude that the significance of GHG emissions under CEQA is too speculative. However, this option is not viable due to the important focus on global climate change created by the various regulatory schemes and scientific determinations cited in this section.

Third, lead agencies may elect to use a zero-based threshold, such that any emission of GHGs is significant and unavoidable. However, this type of threshold may indirectly truncate the analysis provided in CEQA documents and the mitigation commitments secured from new development and could result in the preparation of extensive environmental documentation for even the smallest of projects, thereby inundating lead agencies and creating an administrative burden. Moreover, because the GHG analysis is a cumulative analysis, a zero based threshold would be inconsistent with CEQA Guidelines Section 15130(a)(3), which requires that cumulatively significant impacts, such as GHG emissions, be "cumulatively considerable", as defined by Section 15065(a)(3).

¹⁵ Of note, in December 2009, the San Joaquin Valley Unified Air Pollution Control District adopted guidance for use by local lead agencies in the valley, in assessing the significance of a project's GHG emissions under CEQA. The guidance relies on the use of performance-based standards, and requires that projects demonstrate a 29 percent reduction in GHG emissions, from business-as-usual, to determine that a project would have a less than significant impact. The guidance is for valley land use agencies and not applicable to areas outside the district. The Bay Area Air Quality Management District adopted its own GHG thresholds of significance on June 2, 2010. The threshold is based on quantitative standards including a per capita emission standard and project emission standard as well as a qualitative standard based on compliance with a qualified GHG reduction strategy. The BAAQMD thresholds are based on an analysis of local inventories of GHG emissions and local reduction programs; therefore, they would not be an appropriate basis for a GHG significance threshold in the City of Fontana.



Fourth, lead agencies may elect to utilize their own significance criteria, so long as such criteria are informed and supported by substantial evidence. Here, the City has elected to identify its own significance criterion until such time as a state or regional threshold is adopted by a competent authority (e.g., CARB or SCAQMD). Recent amendments to the CEQA Guidelines, and specifically the addition of CEQA Guidelines Section 15064.4, subdivision (b), informed the City's selection of a significance criterion:

"A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project."*

Appendix G of the CEQA Guidelines also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's impacts on global climate change are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Based on the above factors (and particularly the adopted addition of *State CEQA Guidelines* Section 15064.4, subdivisions (b)(2) and (b)(3)), the City of Fontana (the lead agency for the proposed project) has determined it is appropriate to rely on AB 32 implementation guidance (such as the CARB Scoping Plan) as a benchmark for purposes of this EIR and use the statute to inform their judgment as to whether the proposed project's GHG emissions would result in a significant impact. (refer to *State CEQA Guidelines*, §15064, subdivision [f][1]). Accordingly, the following significance criterion is used to assess impacts:

Will the project's GHG emissions impede compliance with the GHG emissions reductions mandated in AB 32?

The GHG emission levels will be analyzed to determine whether project approval would impede compliance with the GHG emissions reduction mandate established by the AB 32, which requires that California's GHG emissions limit be reduced to 1990 levels by 2020. As noted in



the Scoping Plan¹⁶, a reduction of 28.5 percent below the “business as usual” scenario is required to meet the goals of AB 32. Therefore, should the project reduce its GHG emissions by 28.5 percent or greater, impacts would be less than significant.

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

The environmental analysis in this section relative to GHGs is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Fontana in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as a framework to analyze the project’s significance based upon the thresholds presented above. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; refer to the impact analysis for *Greenhouse Gas Emissions*; and
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; refer to the impact analysis for *Consistency with Applicable GHG Plans, Policies or Regulations*, below.

4.2.5 PROJECT IMPACTS AND MITIGATION MEASURES

SHORT-TERM AIR QUALITY

Threshold: *Would the Project:*

Violate any air quality standard or contribute substantially to an existing or projected air quality violation; or

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

Impact 4.2-1

The proposed Specific Plan Update would facilitate the construction of new uses. Construction activities associated with these projects would generate dust and construction vehicle and equipment emissions during site preparation and project construction. Although compliance with

¹⁶ California Air Resources Board, *Climate Change Proposed Scoping Plan: A Framework for Change*, adopted December 2008.



*the requirements of the Municipal Code, SCAQMD regulations, and implementation of Mitigation Measures 4.4-1a through 4.4-1f would reduce impacts, short-term air quality impacts would remain significant. **Determination: Significant and Unavoidable Impact.***

The proposed project would not directly result in the construction of any new development projects. However, implementation of the project could facilitate development of various industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public utility/utility right-of-way uses.

Fugitive Dust. Construction activities are a source of fugitive dust (PM₁₀ and PM_{2.5}) emissions that may have a substantial, temporary impact on local air quality. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations and weather conditions. Dust (PM₁₀) poses a serious health hazard alone or in combination with other pollutants. Fine Particulate Matter (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 gasses such as NO_x and 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.

Exhaust. Exhaust emissions would be generated by the operation of vehicles and equipment on the construction site, such as tractors, dozers, scrapers, backhoes, cranes, and trucks. The majority of construction equipment and vehicles would be diesel powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower carbon monoxide and hydrocarbon emissions than gasoline equipment, but produced greater amounts of NO_x, SO_x, and particulates per hour of activity. The transportation of equipment and materials to and from the site, as well as construction workers traveling to and from the site, would also generate vehicle emissions during construction.

Grading/Hauling. Depending on the amount of over-excavation and re-compaction that may be necessary to create a suitable building pad, potential future development facilitated by the proposed project may require the import/export of fill material. Although these activities may create additional dust and PM₁₀ and PM_{2.5} (as well as truck-related emissions), they would be mitigated to less than significant levels through implementation of standard dust control practices required as part of the grading permit (periodic site watering, covering laden trucks with tarps, and periodic street sweeping).

Asbestos. Additionally, it is possible that asbestos-containing materials may exist within existing buildings that may be modified or demolished. Therefore, the possibility exists that asbestos fibers may be released into the air should no asbestos assessment or removal (if needed) take place prior to demolition. Standard practice would be to conduct an asbestos assessment for candidate buildings to determine the presence of asbestos. If identified, an asbestos abatement contractor would be retained to develop an abatement plan and remove the asbestos containing materials, in accordance with local, State, and Federal requirements. After removal, demolition may proceed without significant concern to the release of asbestos fibers into the air.



Health Effects. CARB has identified diesel engine particulate matter as a toxic air contaminant in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest source of diesel emissions. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Diesel exhaust is composed of two phases, either gas or particulate – both contribute to the risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particulate phase has many different types that can be classified by size or composition. The size of diesel particulates of greatest health concern are fine and ultrafine particles. These particles may be composed of elemental carbon with adsorbed¹⁷ compounds such as organics, sulfates, nitrates, metals, and other trace elements. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines.

Health risk assessments for diesel engine particulate matter are typically conducted for areas that would expose sensitive receptors to high concentrations of diesel engine particulate over a long period of time. Per guidelines of the California Office of Environmental Health Hazard Assessment (OEHHA) and the California Air Pollution Control Officers Association (CAPCOA), estimating the cancer risk from diesel engine particulate is typically not required for construction activities, as they occur for a short period of time and therefore would not measurably increase cancer risk.

Construction-related air quality impacts would be short-term and temporary, lasting only as long as the construction phase of future projects. Nonetheless, construction impacts have the potential to violate Federal and State ambient air quality standards and may harm nearby sensitive receptors. The SCAQMD short-term thresholds are established for individual development projects, and it is assumed that some future development would be implemented under the proposed project could individually exceed the SCAQMD thresholds. The General Plan EIR concluded that major construction activities under the General Plan Update could exceed SCAQMD's thresholds and would result in a significant impact, although individual projects may not be significant. Additionally, the General Plan EIR concluded that even after the application of General Plan Policies and mitigation measures, implementation of the General Plan Update would result in significant and unavoidable air quality impacts on a programmatic level due to the magnitude of emissions that would be generated during construction.

Construction-related air quality impacts would be short-term and temporary, lasting only as long as the construction phase of future projects. Nonetheless, construction impacts have the potential to violate Federal and State ambient air quality standards and may harm nearby sensitive receptors. The SCAQMD short-term thresholds are established for individual development projects, and it is assumed that some future development would be implemented under the proposed Specific Plan Update could individually exceed the SCAQMD thresholds. The General Plan EIR concluded that projected construction under the General Plan would be a significant impact, although individual projects may not be significant. Therefore, construction-related air quality impacts would be addressed on a project-by-project basis. Implementation of Mitigation Measures 4.2-1a through 4.2-1f would lessen construction-related impacts by

¹⁷ This term is specifically used for gases.



requiring measures to reduce air pollutant emissions from construction activities. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. Future site-specific development and infrastructure projects will require separate CEQA and City discretionary review, including imposition of additional project-specific mitigation where required, and compliance with relevant General Plan EIR mitigation measures. As project-related emissions (associated with future development and infrastructure projects facilitated by the proposed project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant and unavoidable. Construction-related air quality impacts would be reduced with the implementation of the following mitigation measures:

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in brackets.

- 4.2-1a All construction equipment shall be maintained in good operation condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification. [GPEIR MM AQ-1]
- 4.2-1b Prior to the issuance of any grading permits, all Applicants shall submit construction plans to the City of Fontana denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff. [GPEIR MM AQ-2]
- 4.2-1c All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. [GPEIR MM AQ-3]
- 4.2-1d Projects that result in the construction of more than 19 single-family residential units, 40 multifamily residential units, or 45,000 square feet of retail/commercial/industrial space shall be required to apply paints either by hand or high volume, low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. Alternatively, the contractor may specify the use of low volatility paints and coatings. Several of currently available primers have VOC contents of less than 0.85 pounds per gallon (e.g., dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent. Larger projects should incorporate both the use of HVLP or hand application and the requirement for low volatility coatings. [GPEIR MM AQ-4]



- 4.2-1e All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108. [GPEIR MM AQ-5]
- 4.2-1f Prior to the issuance of grading permits or approval of grading plans for future development projects within the project area, future developments shall include a dust control plan as part of the construction contract standard specifications. The dust control plan shall include measures to meet the requirements of SCAQMD Rules 402 and 403. Such measures may include, but are not limited to, the following:
- Phase and schedule activities to avoid high-ozone days and first-stage smog alerts.
 - Discontinue operation during second-stage smog alerts.
 - All haul trucks shall be covered prior to leaving the site to prevent dust from impacting the surrounding areas.
 - Comply with AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas.
 - Moisten soil each day prior to commencing grading to depth of soil cut.
 - Water exposed surfaces at least twice a day under calm conditions, and as often as needed on windy days or during very dry weather in order to maintain a surface crust and minimize the release of visible emissions from the construction site.
 - Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation.
 - Wash mud-covered tires and under carriages of trucks leaving construction sites.
 - Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites.
 - Securely cover all loads of fill coming to the site with a tight fitting tarp.
 - Cease grading during periods when winds exceed 25 miles per hour.
 - Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance.
 - Use low-sulfur diesel fuel in all equipment.
 - Use electric equipment whenever practicable.
 - Shut off engines when not in use.



LONG-TERM AIR QUALITY

Threshold: *Would the Project:*

Violate any air quality standard or contribute substantially to an existing or projected air quality violation; or

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

Impact 4.2-2

*The Specific Plan Update would not directly construct any new development projects; however, it could facilitate the construction of new uses. New development projects would result in a significant overall increase in regional pollutant loads due to mobile source emissions and area source emissions. **Determination: Significant and Unavoidable Impact.***

Implementation of the proposed Specific Plan Update would not directly construct any new development projects. However, the proposed project could facilitate the development of new industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public utility/utility right-of-way uses. Although the exact nature and location of future land uses are not known at this time, development could introduce new stationary sources of air emissions into the project area.

Stationary Source Emissions

Stationary source emissions would result from the use of natural gas, landscape maintenance equipment, and the use of consumer products, such as aerosol sprays. Table 4.2-4, *Estimated Emissions for the Specific Plan Update*, presents the criteria air pollutant emissions associated with new land uses within the project area. It should be noted that emissions do not include existing development within the project area. Although, the project does not propose any specific development, the emissions modeled in Table 4.2-4 are based on the additional development that could occur beyond baseline conditions base year designated land use types and densities. The emissions from development under the Specific Plan Update would exceed the SCAQMD daily thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}, resulting in a significant impact.

**Table 4.2-4
Estimated Emissions for the Specific Plan Update**

Source ²	Estimated Annual Average Emissions (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	178.69	60.36	61.41	0.00	0.15	0.15
Mobile Sources	1,919.77	2,594.43	23,237.58	25.89	4,241.85	825.74
Total Emissions	2,098.46	2,654.79	23,298.99	25.89	4,242.0	825.89
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Is Threshold Exceeded? (Significant Impact)	Yes	Yes	Yes	No	Yes	Yes
Notes:						
1 Emissions estimates calculated using URBEMIS 2007 (version 9.2.4).						
2 Emissions estimates calculated using the land use categories/intensities depicted in Section 2.0, Project Description .						
Refer to Appendix C, Air Quality Modeling Data , for detailed model input/output data.						

The thresholds of significance that have been recommended by the SCAQMD were established for individual development projects and are based on the SCAQMD's New Source Review emissions standards for individual sources of new emissions, such as boilers and generators. They do not apply to cumulative development or multiple projects. Air quality impacts would be regional and not confined City limits. Future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available. Individual projects may not result in significant air quality emissions.

All new stationary emission sources would be required to receive permits to operate from the SCAQMD. Through the SCAQMD's permitting process, factors such as the availability of emission offsets and their ability to reduce emissions are addressed. Emissions from new, modified, or relocated stationary source equipment are regulated extensively through SCAQMD's Regulation XIII: New Source Review Program, SCAQMD's Permitting Program, and compliance with SCAQMD's source specific regulations. Types of uses requiring permitting that are allowed under current zoning include a variety of manufacturing, fabricating, and processing businesses. The Specific Plan Update allows for 22,387,358 square feet of industrial uses. All future industrial development projects would be required to comply with the then current SCAQMD regulations and permitting requirements. Compliance with regulations and permit requirements would reduce emissions from new industrial uses. Additionally, implementation of Mitigation Measures 4.2-2h through 4.2-2j would reduce stationary source emissions by incorporating energy efficient measures into building design. However, due to the magnitude of development and the exceedance of thresholds identified in [Table 4.2-4](#), the proposed project would result in a significant and unavoidable impact on a program-level basis.

Mobile Source Emissions

As stated above, the Specific Plan Update would not directly construct any new development projects. However, the proposed project would facilitate the development of new industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public utility/utility right-of-way uses. New uses would generate mobile source emissions.



Mobile source emissions are emissions from vehicle trips that are generated by the operation of a project. Mobile source emissions include tailpipe and evaporative emissions. Mobile sources are anticipated to be the largest contributor to the estimated annual average air pollutant levels, and would likely exceed the SCAQMD thresholds.

All projects developed within the project area would be required to satisfy applicable General Plan EIR mitigation measures. Furthermore, air quality impacts would be regional and not confined to the Fontana City limits. The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Future site-specific development proposals would be evaluated for potential air emissions once specific development proposals are available. Implementation of Mitigation Measures 4.2-2a through 4.2-2g would reduce mobile source emissions by incorporating and encouraging alternative transportation modes and limiting truck idling times. Also, Mitigation Measure 4.2-2k would require project-level environmental review to determine potential vehicle emission impacts associated with future projects and appropriate additional mitigation. However, due to the magnitude of development and associated mobile source air quality impacts, impacts in this regard remain significant at the program-level.

Health Effects

The proposed project is located in the City of Fontana, south of the Interstate 10 (I-10) freeway. The proximity to I-10 and railroad rights-of-way poses a concern for potential exposure of future development to toxic air contaminants from these sources. The project would not so much as create an impact in this regard, but project-related development could contribute to this existing condition.

The Multiple Air Toxics Exposure Study III (MATES III) is a monitoring and evaluation study conducted by the SCAQMD. The MATES III study consists of a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk throughout the SCAB. The study concentrates on the carcinogenic risk from exposure to air toxics. Ten monitoring locations measured toxic air contaminants (over 30 air pollutants) once every three days for two years.

The carcinogenic risk from air toxics in the SCAB, based on average concentrations at the fixed monitoring locations, is about 1,200 per million. This risk refers to the expected number of additional cancers in a population of one million individuals that are exposed over a 70-year lifetime. Under the MATES III methodology, approximately 94 percent of the risk is attributed to mobile source emissions, and approximately six percent is attributed to stationary sources. The Inland Valley San Bernardino monitoring location (nearest monitoring station to Fontana) reported higher levels of risk. However, the MATES III Study found a decreasing risk for air toxics exposure compared to previous MATES studies. Additionally, the MATES III study found an estimated SCAB-wide population-weighted risk reduced by eight percent from the MATES II Study, which includes the City of Fontana. Although the City is located in an area of the SCAB with some of the higher concentrations of air toxics, these concentrations are declining and conditions are continuing to improve. Additionally, the ambient air toxics data



from the ten fixed monitoring sites demonstrated a reduction in air toxic levels and risks. Implementation of Mitigation Measures 4.2-2a through 4.2-2k would reduce these impacts.

The CARB *Air Quality and Land Use Handbook* (April 2005), recommends avoiding siting new sensitive land uses within 500 feet of a freeway or within 1,000 feet of a distribution center. The Western Riverside Council of Governments *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities* (September 2005), also provides similar recommendations to reduce impacts from toxic air contaminants. The SWIP Specific Plan Update includes existing industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public/utility right-of-way uses. The proposed project does not include new residential uses or other new sensitive land uses. However, implementation of the proposed project could locate industrial uses within 500 feet of existing sensitive uses. Therefore Mitigation Measure 4.2-2l would be required to ensure that new industrial uses, including distribution centers, would not be located within 1,000 of a existing sensitive receptors. With implementation of Mitigation Measure 4.2-2l, impacts from both cancer and non-cancer impacts from air toxics would be less than significant.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis (these mitigation measures apply to TAC emissions and criteria pollutant emissions).

- 4.2-2a All “large-scale” (e.g., over 10 acres per day) project Applicants shall provide incentives to use mass transit including the placement of bus stop shelters along major thoroughfares if not so equipped. (City Staff shall determine what denotes a “large-scale” project.)
[GPEIR MM AQ-7]
- 4.2-2b All “large-scale” (e.g., over 10 acres per day) project Applicants shall incorporate a bike/walking path between these shelters, the proposed residential areas, and the proposed commercial areas. These paths shall be lit and configured so as to avoid potential conflict with roadways and railroad activities.
[GPEIR MM AQ-8]
- 4.2-2c All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes.
[GPEIR MM AQ-9]
- 4.2-2d The City shall require that both industrial and commercial uses designate preferential parking for vanpools.
[GPEIR MM AQ-10]



- 4.2-2e The proposed commercial and industrial areas shall incorporate food service.
[GPEIR MM AQ-11]
- 4.2-2f All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and MetroLink schedules in conspicuous areas.
[GPEIR MM AQ-12]
- 4.2-2g All industrial and commercial site tenants with 50 or more employees shall be requested to configure their operating schedules around the MetroLink schedule to the extent reasonably feasible.
[GPEIR MM AQ-13]
- 4.2-2h All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.
[GPEIR MM AQ-14]
- 4.2-2i All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.
[GPEIR MM AQ-15]
- 4.2-2j All residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials.
[GPEIR MM AQ-16]
- 4.2-2k Prior to approval of future development projects within the project area, the City of Fontana shall conduct project-level environmental review to determine potential vehicle emission impacts associated with the project(s). Mitigation measures shall be developed for each project as it is considered to mitigate potentially significant impacts to the extent feasible. Potential mitigation measures may require that facilities with over 250 employees (full or part-time employees at a worksite for a consecutive six-month period calculated as a monthly average), as required by the Air Quality Management Plan, implement Transportation Demand Management (TDM) programs.
- 4.2-2l New warehouse facilities or distribution centers that generate a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week shall not be located closer than 1,000 feet from any existing or proposed sensitive land use such as residential, a hospital, medical offices, day care facilities, and/or fire stations (pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*).

However, even with implementation of the above mitigation measures, potential impacts would be significant and unavoidable.

CARBON MONOXIDE HOTSPOTS

Threshold: *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Impact 4.2-3

*The Specific Plan Update would not directly construct any new development projects. However, implementation of the Specific Plan Update could facilitate the construction of uses. These new development projects would not result in a significant increase in localized CO emissions along congested roadways and intersections. **Determination: Less Than Significant Impact.***

Carbon monoxide emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affect 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 (two 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. Table 4.2-5, Project Buildout Carbon Monoxide Concentrations, provides the list of intersections within the project area that required a CO hotspot analysis.

**Table 4.2-5
Project Buildout Carbon Monoxide Concentrations**

Intersection	1-Hour CO (ppm) ¹		8-Hour CO (ppm) ¹	
	1-Hour Standard	Future + Project	8-Hour Standard	Future + Project
Etiwanda Avenue and Jurupa Street	20 ppm	2.5	9 ppm	1.75
Mulberry Avenue and Slover Avenue	20 ppm	2.8	9 ppm	1.96
Mulberry Avenue and Jurupa Street	20 ppm	2.5	9 ppm	1.75
Mulberry Avenue and SR-60 Westbound Ramps	20 ppm	2.6	9 ppm	1.82
Mulberry Avenue and SR-60 Eastbound Ramps	20 ppm	2.5	9 ppm	1.75
Cherry Avenue and Valley Boulevard	20 ppm	2.6	9 ppm	1.82
Cherry Avenue and I-10 Eastbound Ramps	20 ppm	3.6	9 ppm	2.52
Cherry Avenue and Slover Avenue	20 ppm	2.7	9 ppm	1.89
Cherry Avenue and Jurupa Street	20 ppm	2.5	9 ppm	1.75
Hemlock Avenue-Fontana Avenue and Valley Boulevard	20 ppm	2.2	9 ppm	1.54
Beech Avenue and Slover Avenue	20 ppm	2.3	9 ppm	1.61
Citrus Avenue and Valley Boulevard	20 ppm	2.5	9 ppm	1.75

Table 4.2-5 (continued)
Project Buildout Carbon Monoxide Concentrations

Intersection	1-Hour CO (ppm) ¹		8-Hour CO (ppm) ¹	
	1-Hour Standard	Future + Project	8-Hour Standard	Future + Project
Citrus Avenue and I-10 Eastbound Ramps	20 ppm	3.0	9 ppm	2.1
Citrus Avenue and Slover Avenue	20 ppm	2.5	9 ppm	1.75
Citrus Avenue and Santa Ana Avenue	20 ppm	2.3	9 ppm	1.61
Sierra Avenue and Slover Avenue	20 ppm	2.4	9 ppm	1.68
Sierra Avenue and Jurupa Street	20 ppm	2.4	9 ppm	1.68
Notes:				
1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1 hour CO concentrations include a background concentration of 2.1 ppm. Eight-hour concentrations are based on a persistence of 0.7 of the 1-hour concentration.				

The projected traffic volumes were modeled using the BREEZE ROADS dispersion model. The resultant values were then added to an ambient concentration. A receptor height of 1.8 meters was used in accordance with the EPA's recommendations. The calculations assume a meteorological condition of almost no wind (0.5 m/s), a flat topological condition between the source and the receptor and a mixing height of 1,000 meters. A standard deviation of five degrees was used for the deviation of wind direction. The suburban land classification was used for the aerodynamic roughness coefficient. This follows the BREEZE ROADS user's manual definition of suburban as, "regular coverage with large obstacles, open spaces roughly equal to obstacle heights, villages, mature forests."

For the purposes of this analysis, the ambient concentration used in the modeling was the highest one-hour measurement from 2009 (the latest year data was available) of SCAQMD monitoring data at the Riverside-Rubidoux Monitoring Station (the Fontana Monitoring Station does not have available hourly CO concentrations). Actual future ambient CO levels may be lower due to emissions control strategies that would be implemented between now and the project buildout date.

The intersections in the study area currently operate at an LOS ranging from LOS A to LOS F for PM peak hour activities. At project buildout, 16 of these intersections would operate at LOS D or worse in an unmitigated condition, with 14 of these requiring CO hotspot analyses. As indicated in [Table 4.2-5](#), CO concentrations would be well below the state and Federal standards. The modeling results are compared to the CAAQS for CO of 9 ppm on an eight-hour average and 20 ppm on a one-hour average. Neither the one-hour average nor the eight-hour average would be equaled or exceeded. Impacts in regards to CO hotspots would be less than significant.

Mitigation Measures: No mitigation is required.



CONSISTENCY WITH AIR QUALITY MANAGEMENT PLAN

Threshold: *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Impact 4.2-4

The proposed Specific Plan Update may conflict with the Air Quality Management Plan (AQMP). Determination: Significant and Unavoidable.

An EIR must discuss any inconsistencies between the proposed project and applicable General Plans and regional plans (*CEQA Guidelines* Section 15125). Regional plans that apply to the proposed project include the 2007 AQMP. In this regard, this section discusses any inconsistencies between the proposed project and the 2007 AQMP.

The purpose of the consistency discussion is to set forth the issues regarding consistency with the assumptions and objectives of the 2007 AQMP and discuss whether the project would interfere with the region's ability to comply with Federal and State air quality standards. If a project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD's *CEQA Handbook* states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the plan if it furthers one or more policies and does not obstruct other policies. The *CEQA Handbook* identifies two key indicators of consistency criteria:

- (1) Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project would exceed the assumptions in the AQMP in 2030 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below:

Criterion 1: Would the Project Increase in the Frequency or Severity of Violations?

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in a regional context. All future development projects would be required to comply with existing SCAQMD regulations and permitting requirements. Compliance with regulations and permit requirements would ensure that new uses reduce emissions the extent feasible. The General Plan EIR determined that through land use planning, the General Plan would result in fewer overall emissions than

buildout under the previous General Plan. It should also be noted that the General Plan has been accounted for in the preparation of the 2007 AQMP. Although the General Plan EIR determined that the General Plan Update would help in the attainment of the 2007 AQMP goals, this program level assessment determined that emissions associated with potential development within the Specific Plan area would exceed the SCAQMD thresholds. Therefore, the project would not meet the first AQMP consistency criterion.

Criterion 2: Would the Project Exceed Assumptions in the AQMP?

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 SCAB 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 in the City's General Plan. 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 AQMP.

Implementation of the proposed project would not directly construct any new development projects. Rather, implementation of the project could facilitate the development of new uses. The proposed project is consistent with the goals and policies of the General Plan. However, the Specific Plan Update would require a General Plan Amendment for the redesignation of land uses within the project area. The amended land use designations would reduce the land use intensities of the current designations. Under the existing Specific Plan and General Plan, 43,756,379 square feet of new development would occur in the project area, as compared to the 29,636,918 square feet of new development that would occur under the Specific Plan Update and amended General Plan land use designations. As a result, land use intensities in the project area would be below buildout projections identified in the existing General Plan. As the existing General Plan buildout conditions were utilized in forecasts presented in the 2007 AQMP, land uses associated with the Specific Plan Update have also been included. Therefore, as emissions from the future projects associated with the Specific Plan Update have been considered in the forecasts presented in the 2007 AQMP, impacts in this regard are less than significant.

In conclusion, the determination of consistency with the 2007 AQMP is primarily concerned with the long-term influence of the project on air quality in the SCAB. As the program level analysis of emissions associated with the potential development in the project area would exceed SCAQMD thresholds, the project would potentially result in a long-term impact on the region's ability to meet State and Federal Ambient Air Quality Standards. The project would conflict with the AQMP as it would not meet the first consistency criterion.

Mitigation Measures: Refer to Mitigation Measures 4.2-2a through 4.2-2l. Despite implementation of the above mitigation measures, impacts would be significant and unavoidable.



GREENHOUSE GAS EMISSIONS

Threshold: *Would the Project:*

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

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

Impact 4.2-5

*The proposed Specific Plan Update would not generate greenhouse gas emissions that may have a significant impact on the environment with implementation of Mitigation Measure 4.2-5a. The proposed Specific Plan Update would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation. **Determination: Less Than Significant With Mitigation Incorporated.***

Cumulative GHG emissions could occur as a result of future development under the Specific Plan Update. Future projects within the City, including within the project area, would be reviewed on a project-by-project basis to ensure their compliance with the City's policies as well as State GHG regulations.

Currently, there is no adopted threshold of significance for determining the cumulative significance of a project's GHG emissions on global climate change. However, the available scientific evidence suggests that even without a net increase in GHG emissions, effects would remain significant due to past and existing emissions levels. In the most recent IPCC assessment report (2007), the IPCC acknowledges that anthropogenic climate change and sea level rise would continue for centuries due to the time scales associated with climate processes and feedbacks even if GHG concentrations were to be stabilized.¹⁸ The IPCC further found that both past and future anthropogenic CO₂ emissions would continue to contribute to climate change and sea level rise for more than a millennium, due to the time scales required for the removal of this gas from the atmosphere.¹⁹ Further, the IPCC assessment noted that defining what is dangerous anthropogenic interference with the climate system and, consequently, the limits to be set for policy purposes are complex tasks that can only be partially based on science, as such definitions inherently involve normative judgments.²⁰

The IPCC constructed 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 (ppm) carbon dioxide-equivalent concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid dangerous climate change.

¹⁸ Intergovernmental Panel on Climate Change, *Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*, 2007.

¹⁹ Ibid.

²⁰ Ibid.



California Governor Arnold Schwarzenegger issued Executive Order S-3-05 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.

Assembly Bill 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 has approved a 2020 emissions limit of 427 metric tons of CO₂ equivalent (MTCO₂eq).

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.

EFFECTS OF CLIMATE CHANGE ON THE PROJECT

In addition to analyzing a project's impacts on the environment, CEQA requires a lead agency to consider the effects of bringing development into an area that may present hazards.²¹ The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005.²² Climate change modeling using year 2000 emission rates shows that further warming would occur, which would include further changes in the global climate system during the current century.²³ Changes to the global climate system and ecosystems and to California would include, but would not be limited to:

- The loss of sea ice and mountain snow pack resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;²⁴
- Rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps and the Greenland and Antarctic ice sheets;²⁵
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns, and more energetic extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;²⁶

²¹ CEQA Guidelines Section 15126.2[a] (*Consideration and Discussion of Significant Environmental Impacts*)

²² Ibid.

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Ibid.



- Decline of the Sierra snow pack (which accounts for approximately half of the surface water storage in California) by 70 percent to as much as 90 percent over the next 100 years;²⁷
- Increase in the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas of Los Angeles and the San Joaquin Valley by the end of the 21st century;²⁸ and
- High potential for erosion of California's coastlines and sea water intrusion into the Delta and levee systems due to the rise in sea level.²⁹

While there is broad agreement on the causative role of GHGs to climate change, there is considerably less information or consensus on how climate change would affect any particular location, operation, or activity. The IPCC has published numerous reports on potential impacts of climate change on the human environment. These reports provide a comprehensive and up-to-date assessment of the current state of knowledge on climate change. Despite the extensive peer review of reports and literature on the impacts of global climate change, the IPCC notes the fact that there is little consensus as to the ultimate impact of human interference with the climate system and its causal connection to global warming trends.

The following climate change effects could affect the proposed project. However, the type and degree of the impacts that climate change would have on humans and the environment is difficult to predict at the local scale.

- Sea Level Rise. According to the IPCC, climate change is expected to raise sea levels by up to four feet. The project area is approximately 45 miles from the Pacific Ocean and approximately 1,100 feet above mean sea level. Therefore, sea level rise of this magnitude would be unlikely to inundate the project area. Additionally, the effects related to sea level rise are speculative at this time. If determined to be a significant threat, protective measures such as levees would likely be installed by regional and local governments to protect urbanized areas.
- Natural Disasters. Climate change could result in increased flooding and weather-related disasters. The proposed project is located approximately 45 miles from the Pacific Ocean and would not be exposed to intense coastal storms. The frequency of large floods on rivers and streams could also increase. Lytle Creek and the San Sevaine Wash are located within the City; therefore, flooding could be potentially hazardous in the event of a natural disaster. The proposed project does not include new habitable structures, and it would not impede flood flows or be susceptible to increased flooding; thus, flood-related impacts would be less than significant even under an intensified flooding scenario.

²⁷ California Environmental Protection Agency, *Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature (Executive Summary)*, March, 2006.

²⁸ Ibid.

²⁹ Ibid.



- **Wildfires.** Climate change could result in increased occurrences and duration of wildfire events. The proposed project site is located within an urbanized area, and is surrounded by development on all sides. The project site is not located adjacent to wildlands that may increase the risk of wildland fires. The warming climate could cause more frequent wildfires of great intensity. However, as the project site is not considered susceptible to wildland fires, wildfire risks as a result of global climate change would be less than significant.
- **Air Quality.** Climate change would compound negative air quality impacts in the South Central Coast Air Basin, resulting in respiratory health impacts.³⁰ However, this would be a regional, not a project-specific effect.

Other predicted physical and environmental impacts associated with climate change include heat waves, alteration of disease vectors, biome shifts, impacts on agriculture and the food supply, reduced reliability in the water supply, and strain on the existing capacity of sanitation and water-treatment facilities. While these issues are a concern for society at large, none of these impacts would have a disproportionate effect on the implementation of the proposed project.

GREENHOUSE GAS EMISSIONS

Direct Project Related Sources of Greenhouse Gases

Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. Table 4.2-6, *Estimated Greenhouse Gas Emissions*, estimates the CO₂, N₂O, and CH₄ emissions of the proposed project. The project is not anticipated to generate other forms of GHG emissions in quantities that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. As seen in Table 4.2-6, area source emissions as result of the proposed project would be 593,635.13 MTCO₂eq/year. The project would result in 491,219.73 MTCO₂eq/year of mobile source GHG emissions. Construction emissions would be speculative to quantify at this time, as no specific development proposals have been formulated at the Specific Plan level. Total project-related direct operational emissions would result in 1,084,854.86 MTCO₂eq/year.

³⁰ California Environmental Protection Agency, *AB 1493 Briefing Package*, 2008.

Table 4.2-6
Estimated Greenhouse Gas Emissions

Source	CO ₂	N ₂ O	CH ₄	Total
	Metric tons/yr	Metric tons/yr	Metric Tons of CO ₂ eq/yr ⁶	Metric Tons of CO ₂ eq/yr ⁶
Operational Emissions				
Direct Emissions				
▪ Area Source ²	590,044.22	10.82	3,353.42	593,635.13
▪ Mobile Source ^{2, 3}	481,640.88	29.01	8,993.55	491,219.73
Total Direct Emissions ⁷	1,071,685.10	39.83	12,346.97	1,084,854.86
Indirect Emissions				
▪ Electricity Consumption ⁴	60,128.62	0.58	180.28	60,383.72
▪ Water Supply ⁵	2,267.28	0.0194	6.61	2,276.63
Total Indirect Emissions ⁷	62,395.9	0.560	186.89	62,660.35
Total Project-Related Operational Emissions WITHOUT Reductions	1,147,515.21 MTCO ₂ eq/yr			
Total Project-Related Operational Emissions WITH 32.5% Reductions	774,572.77 MTCO ₂ eq/yr ⁷			
Notes:				
1. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model.				
2. Emissions calculated using URBEMIS 2007 computer model and the SCAQMD's <i>CEQA Handbook</i> (note that SCAQMD has the most comprehensive demand factors available).				
3. Emissions calculated using URBEMIS 2007 computer model and EMFAC 2007, <i>Highest (Most Conservative) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks</i> .				
4. Electricity Consumption emissions calculated using the SCAQMD's <i>CEQA Handbook</i> (note that SCAQMD has the most comprehensive demand factors available).				
5. Water usage based the SWIP Specific Plan. Emissions are based on energy usage factors for water conveyance from the California Energy Commission, <i>Water Energy Use in California</i> , accessed April 2010. http://www.energy.ca.gov/research/iaw/industry/water.html				
6. CO ₂ Equivalent values calculated using the U.S. Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed April 2010.				
7. Totals may be slightly off due to rounding.				
Refer to Appendix C, <i>Air Quality Data</i> , for detailed model input/output data.				

Indirect Project Related Sources of Greenhouse Gases

Electricity Consumption. Energy Consumption emissions were calculated using the SCAQMD's *CEQA Air Quality Handbook*,³¹ the U.S. Energy Information Administration,³² and project-specific land use data; refer to Appendix C, Air Quality Data. The emission factors for electricity use (771.62 pounds of CO₂ per megawatt hour [MWh], 0.00659 pounds of N₂O per MWh, and 0.4037 pounds of CH₄ per MWh) were obtained from the U.S. Energy Information Administration. As a result, the potential development within the project area would indirectly result in 60,383.72 MTCO₂eq/year due to electricity usage; refer to Table 4.2-6.

Water Supply. Water demand for the proposed uses would be approximately 3,886 acre-feet per year, based on the SWIP Specific Plan. Based on energy usage factors for water conveyance from the California Energy Commission, water transport consumes approximately 1,666 kilowatt

³¹ SCAQMD's *CEQA Air Quality Handbook*,³¹ Table A9-11, November 1993.

³² U.S. Energy Information Administration, *Domestic Electricity Emissions Factors 1999-2002*.



hours [kWh] per acre-foot.³³ Emissions from indirect energy impacts due to water supply would result in 2,276.63 MTCO₂eq/year.

Total project-related business as usual operational emissions (direct and indirect) would result in 1,147,515.21 MTCO₂eq/year without incorporation of project design features (reduction measures). An analysis of the reduction measures is included below.

CONSISTENCY WITH THE CALIFORNIA ATTORNEY GENERAL'S MITIGATION MEASURES

The proposed project would also incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's compliance with each applicable measure are listed in Table 4.2-7, *Project Consistency with the Attorney General's Recommendations*. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

The California Attorney General's recommendations comprehensively outline the various categories of reduction measures and provide a framework for the GHG analysis. It should be noted that the measures are not necessarily exhaustive, and are not utilized as thresholds. Table 4.2-7 also identifies GHG emissions reductions associated with the measures that would be implemented by the project based on Appendix B of the California Air Pollution Control Officer's Association's (CAPCOA) *CEQA and Climate Change White Paper* (January 2008). The emissions reductions provided in Appendix B of the *CEQA and Climate Change White Paper* include calculations suitable for plan-level documents.

In September 2010, CAPCOA released the document entitled *Quantifying Greenhouse Gas Mitigation Measures*. This guidance document primarily focuses on the quantification of project-level mitigation of greenhouse gas emissions associated with land use, transportation, energy use, and other related project areas. Various strategies also require the implementation of other strategies to be effective. When these strategies are implemented together, the combination can result in either an enhancement to the primary strategy by improving its effectiveness or a non-negligible reduction in effectiveness that would not occur without the combination. The report includes background information on programs and concepts associated with the quantification of GHG emissions and addresses appropriate procedures for applying quantification methods.

Reductions in Table 4.2-7 are calculated based on policies in the Specific Plan Update as well as various development regulations. Currently, there are no specific development proposals that would occur under the Specific Plan Update. The degree and extent of future project compliance with the Specific Plan Update policies is not yet known and the project details needed to calculate emission reductions based on the September 2010 CAPCOA document are not available. Nevertheless, the quantification of these measures provides important and useful

³³ California Energy Commission, Water Energy Use in California, Accessed October 2009. <http://www.energy.ca.gov/research/iaw/industry/water.html>



information in the context of quantifying the anticipated effects of the Specific Plan Update. As such, Appendix B of the *CEQA and Climate Change White Paper* was utilized for this analysis.

In addition to being compliant with many of the Attorney General's recommended design features, the proposed project is also consistent with the California Environmental Protection Agency Climate Action Team proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006.

**Table 4.2-7
Project Consistency With the Attorney General's Recommendations**

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction ¹
Efficiency		
Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.	Consistent. Specific Plan development regulations include green building incentives, which would increase project energy efficiency. Specific Plan design guidelines specify that trees and other planting materials should be used in order to provide shade and reduce the urban heat island effect. Also, Goal 13.3.7 of the General Plan encourages energy efficiency in buildings and requires the compliance with Title 24 and provides incentives to go beyond these guidelines. The incorporation of energy efficiency measures would contribute to a reduction in GHG emissions. Additionally, Mitigation Measures 4.2-2i through 4.2-2k would increase energy efficiency of future development projects in the project area.	3.5
Install light colored "cool" roofs, cool pavements, and strategically placed shade trees.		
Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.	Consistent. Specific Plan design guidelines require buildings to be oriented to take advantage of passive solar design. Industrial, distribution, and flex-type buildings would use large windows along walls and skylights to capture natural sunlight during work hours. Also, design guidelines specify the use of energy efficient lighting (i.e., proper location and placement, and energy-efficient bulbs or fixtures).	1
Limit the hours of operation of outdoor lighting.		
Renewable Energy		
Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.	Consistent. Specific Plan development regulations prohibit the construction of any feature that would obstruct more than 10 percent of the absorption area of a solar energy system on an adjacent lot. Development regulations also include provisions for wind energy systems. Also refer to Mitigation Measures 4.2-2i through 4.2-2k, above.	2

Table 4.2-7 (continued)
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction ¹
Water Conservation and Efficiency		
Create water-efficient landscapes.	Consistent. Future projects within the project area would be required to comply with the City's Municipal Code Article IV, Landscaping and Water Conservation, of Chapter 28, includes standards related to landscape and maintenance water conservancy. Specific Plan Objective Env-3 aims to establish methods and strategies for the conservation of resources, including water use. Drought-tolerant and low-maintenance trees, vines, and groundcovers would be used in project design. Also, the design guidelines include provisions for drip irrigation systems to ensure the highest possible level of water conservation. Additionally, the City's General Plan encourages the development and implementation of water conservation programs to encourage the use of water conserving technologies, for indoor and outdoor applications. General Plan Goal 9.3.1 encourages water use efficiency.	0.5
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.		
Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.		
Use reclaimed water for landscape irrigation in new developments. Install the infrastructure to deliver and use reclaimed water.	Consistent. The Specific Plan includes the implementation of recycled water service to the project area to decrease domestic water demands.	N/A
Restrict watering methods (<i>e.g.</i> , prohibit systems that apply water to non-vegetated surfaces) and control runoff.	Consistent. As previously stated, design guidelines require an automatic irrigation system for planted areas. Pervious paving materials are strongly encouraged for sidewalks, pathways, parking lots, and plazas. Also, on-site water filtration features and bioswales would be incorporated into landscape design.	N/A
Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on- site can drastically reduce the need for energy-intensive imported water at the site.)		
Solid Waste Measures		
Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	Consistent. Development within the Specific Plan Update area would comply with the various goals within the General Plan and mitigation measures within the General Plan EIR. General Plan Goal 8.7 establishes policies to achieve further solid waste reduction. The City's General Plan EIR Section 5.9 contains Mitigation Measure SW-4, stating that the City should maintain an aggressive public information program to stimulate waste reduction. Also, Specific Plan design guidelines include regulations on trash enclosures.	0.5
Provide education and publicity about reducing waste and available recycling services.		

Table 4.2-7 (continued)
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction ¹
Land Use Measures		
Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.	<p>Consistent. The proposed project would provide a mix of land use types and would promote infill development and redevelopment within the project area. Additionally, a large percentage of acreage in the Specific Plan area is underutilized. Implementation of the SWIP Specific Plan would increase density and intensity of development in the area. The project would also locate industrial and commercial uses within areas already developed with similar land uses. The Specific Plan area is located in close proximity to some of the most heavily traveled freeways in the State of California. SR-60, I-10 and I-15 all provide major thoroughfares for truckers and motorists. In addition, Slover Avenue, located in the northern portion of the Specific Plan area, provides access to the area. Access to freeways and thoroughfares would reduce vehicle miles traveled through neighborhoods and would promote efficient delivery of services and goods.</p> <p>The project area includes various public transit opportunities. Omnitrans provides fixed-route bus service throughout the Specific Plan area, including routes along Jurupa Avenue, Cherry Avenue, and Sierra Avenue. The Specific Plan area is also proximal to two Metrolink lines, with stations in Fontana, Rancho Cucamonga, and Ontario. The proposed project would provide a mix of land use types and would promote infill development and redevelopment within the project area, thereby promoting public transit usage in the area.</p> <p>Furthermore, Mitigation Measures 4.2-2a through 4.2-2h consist of transportation demand management measures that are intended to reduce vehicle trips and related emissions.</p>	13
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	Consistent. Specific Plan design guidelines encourage the arrangement of buildings to create open space, plaza, courtyard, and other amenities. The proposed project facilitates infill development, which would be built on previously developed areas and would not remove parkland or trees.	N/A



Table 4.2-7 (continued)
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction ¹
Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.	Consistent. Internal pedestrian circulation involving multiple buildings or lots would interconnect in an obvious and consistent manner, per Specific Plan design guidelines.	N/A
Transportation and Motor Vehicles		
Limit idling time for commercial vehicles, including delivery and construction vehicles.	Consistent. Future developments within the project area would be required to limit idle times pursuant to Title 13 of the California Code of Regulations, Section 2485.	N/A
Promote "least polluting" ways to connect people and goods to their destinations.	Consistent. Pedestrian and bicycle circulation routes are anticipated within the SWIP Specific Plan, consistent with the Trails Plan and Bicycle Plan within the General Plan Circulation Element. The provision of pedestrian and bicycle trails would foster multi-modal transportation opportunities and connections in a project area heavily centered on the automobile and truck. Pedestrian routes include a Southern California Edison Utility easement just south of Jurupa Avenue and a pedestrian trail that connects through the Jurupa South Industrial District, between Etiwanda and Mulberry Avenue. Class I Bike Paths are proposed just south of Jurupa Avenue, within the existing SCE Utility easement, and along the San Sevaire Creek Channel, which runs in a north to south direction through the JSD District between Etiwanda and Mulberry Avenue. Class II Bike Lanes are proposed along San Bernardino Avenue, Santa Ana Avenue, and Poplar Avenue within the SWIP Specific Plan area. Specific Plan Objective CIR-1 aims to design a network of off-street pedestrian walkways linking each industrial area to commercial and residential uses. Specific Plan Objectives LS-1 and LS-2 aim to incorporate landscaped parkways and walkways separated from the street, as well as a system of on- and off-street bicycle pathways with access from the residential areas to employment areas.	9
Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.		
	The design guidelines state that the organization and design of buildings should encourage and facilitate pedestrian activity. Also, design guidelines state that raised walkways should be used to separate pedestrian paths from vehicular circulation areas. Clearly defined pedestrian walkways should be provided from parking areas to building entrances, and from commercial uses to open space, courtyards, and plazas.	

Table 4.2-7 (continued)
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction ¹
	Future projects would be required to implement Mitigation Measures 4.2-2a through 4.2-2h, which consist of transportation demand management measures to reduce vehicle trips and vehicle miles traveled.	
For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, <i>e.g.</i> , locked bicycle storage or covered or indoor bicycle parking.	Consistent. The Specific Plan development regulations specify that nonresidential land uses shall provide bicycle parking in compliance with Article 9, Off-Street Parking and Loading Regulations, of Municipal Code Chapter 30. The development regulations also require bicycle parking facilities to be located within 80 feet of a building entrance, and that employers with over 100 employees must provide shower and locker facilities.	3
Total Reduction Percentage: 32.5		
Notes: 1. Emissions Reductions obtained from Appendix B of the <i>CEQA and Climate Change white paper</i> , prepared by CAPCOA (January 2008). 2. Where CAPCOA assigns a "Low" emissions reduction, a 0.5 percent reduction was assumed in order to quantify GHG emission reductions.		
Source: State of California Department of Justice, Attorney General's Office, <i>The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level</i> , updated May 21, 2008.		

CONSISTENCY WITH THE CARB SCOPING PLAN

A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB 32 goals, as well as the Governor's Executive Order, are referenced in Table 4.2-8, Recommended Actions for Climate Change Proposed Scoping Plan. Those measures include recommendations for future regulations, and so are not by themselves binding directives. Nevertheless, those measures are discussed here to demonstrate the project's general consistency with the State's overall goals of GHG reduction.

Although the California Superior Court issued a Statement of Decision on March 18, 2011 that prevents CARB from implementing a statewide GHG regulatory program under AB 32, the Court held in the favor of CARB on all substantive challenges to the State's compliance with AB 32 mandates. The California Supreme Court noted that "as the agency with technical expertise and the responsibility for the protection of California's air resources, CARB has substantial discretion to determine the mix of measures needed to 'facilitate' the achievement of greenhouse gas reductions"³⁴. Therefore, as the CARB Scoping Plan provides goals and standards that can be used to measure the performance of the project, it is appropriate to use consistency with these strategies as the basis for this qualitative analysis. The project's compliance with the CARB Scoping Plan would indicate if project emissions could conflict with the State's AB 32 goals for reducing GHG emissions.

³⁴ Superior Court of California, County of San Francisco, *Statement of Decision: Association of Irrigated Residents, et al v. California Air Resources Board*, March 18, 2011.

Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity and natural gas use and water conservation. Consistency of the proposed project with these measures is evaluated by each source-type measure below. Table 4.2-8 identifies which CARB Recommended Actions applies to the proposed project, and of those, whether the proposed project is consistent therewith.

AB 32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. The proposed project would facilitate development that would directly generate GHG emissions. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. A detailed discussion of each applicable measure and if the proposed project conflicts with its implementation is provided below.

**Table 4.2-8
Recommended Actions for Climate Change Proposed Scoping Plan**

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	Yes	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	Yes	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No

Table 4.2-8 (continued)
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
W-2	Water	Water Recycling	Yes	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	Yes	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF ₆ Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Transportation

Action T-3 is based on the requirements of SB 375 which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Through the SB 375 process, regions will work to integrate development patterns and the transportation network in a way that achieves the reduction of GHG emission while meeting housing needs and other regional planning objectives. SB 375 required CARB to develop, in consultation with SCAG, passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010.



CARB released draft targets on June 30, 2010. On September 23rd, 2010, CARB approved a 13 percent target in 2035 for the SCAG region. The project proposes infill development located within a developed portion of the City.

Currently, the City of Fontana is collaborating with the San Bernardino Association of Governments (SANBAG) and SCAG to develop a Sustainable Communities Strategy (SCS) for the region, and help achieve the reduction targets assigned by CARB under SB 375. The foundation for the SCS includes the development of a county-wide GHG emissions analysis that includes emissions inventories specific to the City. The final GHG emissions analysis will incorporate data from the 2010 Census. The City has provided a Letter of Support to SANBAG for completion of the SCS. In addition, in concert with other SANBAG member agencies, the City has provided financial assistance to support the development of the GHG emissions analysis associated with the SCS.

As a result, the project would reduce vehicular trips and is consistent with the goals of SB 375 and would contribute towards the achievement of the regional targets. Therefore, the proposed project would be consistent with Action T-3.

Action T-6 refers to the improvement of efficiency in goods movement activities. T-6 mainly addresses ports, but also includes discussion on trucks and related facilities. General Plan Goal 4.1 of the Circulation Element addresses a balanced transportation system for the City that ensures safe and efficient movements of goods throughout the City. General Plan Goal 4.2 of the Circulation Element establishes a regional network of transportation facilities which ensure efficient movement of goods and helps reduce vehicular trips. Therefore, the Specific Plan Update would be consistent with Recommended Action T-6.

Furthermore, the Specific Plan Update contains various principles and objectives that would improve roadways, traffic, and circulation in the project area. Mitigation Measures 4.2-2a through 4.2-2h consist of transportation demand management measures that are intended to reduce vehicle trips, thereby reducing emissions.

Electricity and Natural Gas

Action E-1 aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. As discussed above, the project would be consistent with the City's General Plan, which encourages energy efficient design and conservation, and provides incentives for residential building construction that goes beyond Title 24 requirements. The City plans to show tangible economic benefits of reduced emissions through recycling and conservation. Also, General Plan Goal 13.3 requires the City to promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling. Specific Plan design guidelines also reflect these energy efficient measures. As a result, it is anticipated that future development within the project area would incorporate energy efficient features into future projects. Therefore, the proposed project would help implement and would not conflict with Action E-1.



Recommended Action CR-1 refers to energy efficiency. Key energy efficiency strategies would include codes and standards, existing buildings, improved utility programs, solar water heating, and combined heat and power, among others. Specific Plan design guidelines require buildings to be oriented to take advantage of passive solar design. Also, industrial, distribution, and flex-type buildings would use large windows along walls and skylights to capture natural sunlight during work hours. Also, design guidelines specify the use of energy efficient lighting (i.e., proper location and placement, and energy-efficient bulbs or fixtures). Additionally, Goal 13.2 of the General Plan Air Quality Element recognizes energy efficient design and conservation measures as minimizing the impacts of consumption and production of energy sources. The City promotes and provides incentives for the incorporation of energy-efficient design elements into proposed projects. Additionally, Mitigation Measures 4.2-2i through 4.2-2k includes measures to increase energy efficiency for future development projects in the project area. Therefore, the proposed project would not obstruct implementation of Action CR-1.

Green Buildings

Recommended Action GB-1 expands the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. Specific Plan development regulations include green building incentives, which would increase project energy efficiency. Specific Plan design guidelines specify that trees and other planting materials should be used in order to provide shade and reduce the urban heat island effect. The City's General Plan encourages energy efficiency in buildings and requires the compliance with Title 24 of the California Administrative Code and provides incentives to go beyond these guidelines. Furthermore, General Plan Goal 13.3.7 outlines these requirements. Therefore, the proposed project would not obstruct implementation of Action GB-1.

Water Use

Recommended Action W-1 pertains to implementation water use efficiency measures. The City's Municipal Code Article IV, Landscaping and Water Conservation, includes standards related to landscape and maintenance water conservancy. Also, Specific Plan Objective Env 3 aims to establish methods and strategies for the conservation of resources, including water use. The Specific Plan includes water conservation features such as drought-tolerant and native plants, and drip irrigation systems. The City's General Plan encourages the development and implementation of water conservation programs to encourage the use of water conserving technologies, for indoor and outdoor applications. Additionally, General Plan Goal 9.3.1 encourages water use efficiency. The City's General Plan EIR Section 5.9 contains Mitigation Measure W-2 stating that the City shall act to conserve water in whatever cost-effective ways are reasonably available. The proposed project is consistent with and would not obstruct this Recommended Action.

Action W-2 water recycling is part of the water use efficiency measures intended to reduce water usage and energy consumption. The proposed project is in conformance with the General Plan policies and actions to implement and maintain an aggressive water recycling program; refer to General Plan Policy 8.6.3. The proposed project would not obstruct Recommended Action W-2.



Industry

Recommended Action I-1 would apply to the direct GHG emissions at major industrial facilities. General Plan Goal 13.1 of the Air Quality Element contains policies that provide incentives to those projects that go beyond Best Available Control Technology (BACT) or emissions reduction measures that go beyond those required by the SCAQMD. Therefore, the proposed project would be consistent with Recommended Action I-1.

Recycling and Waste Management

RW-3 relates to high recycling/zero waste and would apply to the proposed project. Based on the policies and actions established within the General Plan, the City has met the 50 percent waste diversion requirement, and intends to further reduce the amount of waste generated by residents and businesses. Therefore, future development within the project area would also participate in waste diversion. Additionally, General Plan Goal 8.7 establishes policies to achieve further solid waste reduction. The City's General Plan EIR Section 5.9 contains Mitigation Measure SW-4, stating that the City should maintain an aggressive public information program to stimulate waste reduction. The proposed project would comply with Recommended Action RW-3.

The City does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, with reductions identified above, the proposed project would result in 774,572.77 MTCO₂eq/year of GHG emissions, which meets the reduction goals of AB 32. Therefore, the project would not hinder the State's GHG reduction goals established by AB 32. A less than significant impact would occur in this regard.

CONCLUSION

The proposed Specific Plan Update would facilitate the construction of new industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public utility/utility right-of-way uses. As shown in [Table 4.2-6](#), the proposed project would result 1,147,515.21 MTCO₂eq/year of operational-related emissions without reductions from project design features, required by Mitigation Measure 4.2-5a. To quantify GHG emissions reductions resulting from project operations, CAPCOA has identified the percent reduction associated with such GHG mitigation measures (found in Appendix B of CAPCOA's *CEQA and Climate Change White Paper*). With implementation of Mitigation Measure 4.2-5a, the project would be required to incorporate sustainable practices which include water, energy, solid waste, and transportation efficiency measures that are summarized in [Table 4.2-8](#). Based on the reduction measures in [Table 4.2-8](#), the proposed project would reduce its GHG emissions 32.5 percent below the business as usual scenario. Therefore, implementation of Mitigation Measure 4.2-5a would reduce the project's operational GHG emissions to 774,572.77 MTCO₂eq/year. AB 32 requires the reduction of GHG emissions to 1990 levels which would require a 28 percent reduction in "business as usual" GHG emissions for the entire State. Therefore, as the proposed



project with incorporation of reduction measures identified above, would reduce GHG emissions by 32.5 percent below business as usual, the project would be considered to be consistent with the reduction goals of AB 32.

The City's process for the future evaluation of discretionary projects within the Specific Plan Update would include an environmental review pursuant to CEQA, as well as a consistency analysis with the principles and objectives of the proposed Specific Plan Update, the City's General Plan goals and policies, and Mitigation Measures 4.2-2a through 4.2-2k and 4.2-5a. In general, implementation of these goals, actions, and mitigation measures, as well as compliance with Federal, State, and local regulations would reduce their incremental contribution to the significant worldwide increase in GHG emissions. In general, with implementation of project design reduction features within Mitigation Measure 4.2-5a, future projects would have a less than significant impact with regards to GHG emissions. The measures may be updated, expanded, and refined when applied to specific future projects based on project specific design and changes in existing conditions, and local, State, and Federal laws.

The degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately determined for each specific future project at this programmatic level of analysis. While some future projects would emit negligible amounts of GHGs, others may result in greater GHG emissions. However, at the program level of analysis, the Specific Plan Update would result in a 32.5 percent GHG emissions with implementation of Mitigation Measure 4.2-5a. The CARB Scoping Plan analysis above demonstrates "that projected ... emissions will be equal to or less than 1990 emissions."³⁵ As stated above, reducing GHG emissions to 1990 levels would require a 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 32.5 percent with implementation of Mitigation Measure 4.2-5a, it would be consistent with the goals established in AB 32. Therefore, a less than significant impact would occur.

Mitigation Measures:

4.2-5a Prior to the issuance of building permits, future development projects shall demonstrate the incorporation of project design features that achieve a minimum of 28.5 percent reduction in GHG emissions from business as usual conditions. Future projects shall include, but not be limited to, the following list of potential design features.

Energy Efficiency

- Design buildings to be energy efficient and exceed Title 24 requirements by at least 5 percent.
- Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight.
- Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use.

³⁵ California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.



- Install light colored “cool” roofs and cool pavements.
- Provide information on energy management services for large energy users.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems (e.g., minimum of Energy Star rated equipment).
- Implement design features to increase the efficiency of the building envelope (i.e., the barrier between conditioned and unconditioned spaces).
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

Renewable Energy

- Install solar panels on carports and over parking areas. Ensure buildings are designed to have “solar ready” roofs.
- Use combined heat and power in appropriate applications.

Water Conservation and Efficiency

- Create water-efficient landscapes with a preference for a xeriscape landscape palette.
- Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances (e.g., EPA WaterSense labeled products).
- Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site).
- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).

- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Promote “least polluting” ways to connect people and goods to their destinations.
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking).
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

4.2.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;



- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.³⁶

The SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. Therefore, individual development projects that generate construction-related or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is nonattainment.

CONSTRUCTION EMISSIONS

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the Specific Plan Update (in addition to identified cumulative development cited above) could individually exceed the SCAQMD thresholds. Based on the program level construction analysis above (Impact Statement 4.2-1) construction related emissions associated with future potential development projects in the project area may be "cumulatively considerable", even with implementation of the recommended mitigation measures. Construction of future development and infrastructure projects under the Specific Plan Update would be required to comply with the applicable SCAQMD rules and regulations. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust.

OPERATIONAL EMISSIONS

New development under the Specific Plan Update, combined with the identified cumulative development cited above, would contribute to a cumulative annual increase in regional air pollutant emissions. Table 4.2-4 depicts the estimated mobile and stationary source emissions

³⁶ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



associated with the potential development in the project area. As shown in Table 4.2-4, the emissions from development of the project area exceed the SCAQMD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis. Therefore, the cumulative operational emissions associated with the proposed project would be cumulatively considerable.

GREENHOUSE GAS EMISSIONS

As stated above, the proposed Specific Plan Update would result in a less than significant impact regarding GHG emissions, as the project would result in a 32.5 percent reduction in GHGs with implementation of Mitigation Measure 4.2-5a.

On December 30, 2009, the Natural Resources Agency adopted the CEQA Guideline Amendments prepared by Office of Planning and Research (OPR), as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010. The Natural Resources Agency originally proposed to add subdivision (f) to section 15130 to clarify that sections 21083 and 21083.05 of the Public Resources Code do not require a detailed analysis of GHG emissions solely due to the emissions of other projects (i.e., State CEQA Guidelines, § 15130(a)(1); *Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799). Rather, the proposed subdivision (f) would have provided that a detailed analysis is required when evidence shows that the incremental contribution of the project's GHG emissions is cumulatively considerable when added to other cumulative projects (i.e., *Communities for a Better Environment v. California Resources Agency* (2002), supra, 103 Cal.App.4th at 119-120). In essence, the proposed addition would be a restatement of law as applied to GHG emissions. Analysis of GHG emissions as a cumulative impact is consistent with case law arising under the National Environmental Policy Act (e.g., *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008]). Other portions of the CEQA Guideline Amendments address how lead agencies may determine whether a project's emissions are cumulatively considerable (e.g., Proposed Sections 1506(h)(3) and 15064.4). However, public comments noted that the new subdivision merely restated the law, and was capable of misinterpretation. The Natural Resources Agency, therefore, determined that because other provisions of the CEQA Guideline Amendments address the analysis of GHG emissions as a cumulative impact, and because the reasoning of those is fully explained in the Initial Statement of Reasons, subdivision (f) should not be added to the CEQA Guidelines. The deletion was reflected in the revisions that were made available for further public review and comment on October 23, 2009.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.³⁷ GHG impacts are recognized as exclusively cumulative impacts; there

³⁷ California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.



are no non-cumulative GHG emission impacts from a climate change perspective.³⁸ In addition, as stated above, the project would result in a 32.5 percent reduction in GHGs with implementation of Mitigation 4.2-5m. For the reasons discussed in this section and because the project incorporates GHG reduction measures and design features, the project's cumulatively considerable GHG emissions would have a less than significant impact on the environment.

4.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in a significant and unavoidable impact for the following areas:

- Construction-related Emissions – As project-related emissions (associated with future development and infrastructure projects facilitated by the project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant and unavoidable. These emissions would, however, be similar to emissions under the “No Project” alternative and consistent with General Plan buildout assumptions.
- Regional Operational Emissions – During the operational phase, potential development within the project area would result in a net increase in regional emissions of ROG, NO_x, SO₂, CO, PM₁₀, and PM_{2.5} from the operation of both stationary and mobile sources. Mitigation measures identified above would reduce the potential air quality impacts to the degree technically feasible, but emissions would remain above SCAQMD significance thresholds. Therefore, operation of the proposed project would have a significant and unavoidable impact on regional air quality.
- AQMP Consistency – As the program level analysis of emissions associated with the potential development in the project area would exceed SCAQMD thresholds, the project would potentially result in a long-term impact on the region's ability to meet State and Federal air quality Standards. Also, the project would conflict with the AQMP as it would not meet the first AQMP consistency criterion.
- Cumulative Construction and Operational Impacts – Emissions from development of the proposed project would exceed the SCAQMD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

If the City of Fontana approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.

³⁸ Ibid.



Biological Resources

Section 4.3

4.3.1 INTRODUCTION

The purpose of this section is to identify existing biological resources within the proposed SWIP Specific Plan Update and Annexation area, analyze potential biological impacts, and recommend mitigation measures to avoid or lessen the significance of any identified impacts. Information in this section is based primarily upon the *Biological Constraints Analysis for the Southwest Industrial Park Specific Plan Amendment* (March 2010), prepared by Tom Dodson & Associates. Additional information was obtained from the *City of Fontana General Plan* (October 2003) and the *City of Fontana General Plan EIR* (August 2003).

4.3.2 EXISTING REGULATORY SETTING

FEDERAL

Federal Endangered Species Act

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

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

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21).

STATE

California Fish and Game Code

State-listed threatened and endangered species are protected under provisions of the California Endangered Species Act (CESA). Activities that may result in “take” of individuals (defined in CESA as; “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) are regulated by the California Department of Fish and Game (CDFG). Habitat degradation or modification is not included in the definition of “take” under CESA. Nonetheless, CDFG has interpreted “take” to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

CDFG and USFWS Species of Concern

The CDFG has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, USFWS also uses the label species of concern, an informal term that refers to species which might be in need of concentrated conservation actions.

As the Species of Concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

CDFG Code Section 3503.5

Birds of prey are protected under the California Fish and Game Code. Section 3503.5 of the code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFG.

LOCAL

City of Fontana General Plan

The *Open Space and Conservation Element* of the *City of Fontana General Plan (General Plan)* establish an open space and conservation system to preserve the highest priority resources while balancing land needs. The *Open Space and Conservation Element* focuses on native species that have been reduced, because of encroaching urbanization and competition with non-native and exotic species. As shown in Table 4.3-1, *Open Space and Conservation Element Consistency Analysis*, the following goals and policies are relevant to the proposed project:

**Table 4.3-1
Open Space and Conservation Element Consistency Analysis**

Goal/Policy	Project Consistency
Goal 1.2 – Conserve natural habitat and protect rare, threatened, and endangered species.	
Policy 1.2.1 – Encourage the preservation of natural habitat in conjunction with private or public development projects.	Consistent. The Specific Plan Update and Annexation Project would require that applicants for future development perform biological analysis prior to site disturbance, and adequately mitigate for any impacts according to existing regulatory standards. Thus, the project would be consistent with this policy.
Policy 1.2.2 – Require mitigation for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat of the same type, financial contribution to a habitat conservation fund administered by a federal, state, or local government agency, or by a non-profit conservancy.	Consistent. Refer to the consistency analysis for Policy 1.2.1, above.
Policy 1.2.5 – Require site-specific surveys to identify the presence/absence of sensitive species and natural communities, for all projects in areas identified in the Sensitive Biotic Resources database.	Consistent. At the City's discretion, applicants for future development projects would be required to prepare site-specific biological analyses to determine potential impacts to resources. Thus, the project would be consistent with this policy.
Goal 3.2 - Protect water resources in the planning area from urban runoff and other potential pollution sources.	
Policy 3.2.1 - Promote the use of structural and non-structural water quality best management practices (BMPs) in land planning and project-level site planning.	Consistent. The proposed project requires that all future development projects submit plans which will identify how commercial and industrial construction projects will comply with water quality standards and regulations, including the use of structural and non-structural BMPs. The City's <i>Master Plan of Drainage</i> identifies improvements that will need to be made within the project area as the City approaches build-out thresholds. All necessary upgrades associated with the 2030 build-out of the project are to be done in accordance with the <i>Master Plan of Drainage</i> . All proposed improvements would be required to incorporate BMPs in both land planning and project-level site planning. Thus, the project would be consistent with this policy.
Policy 3.2.2 - Require structural and non-structural BMPs for all parking lots and paved storage areas within industrial and commercial zones, for the City's street network, and within the City's parks and other civic facilities.	Consistent. Refer to the consistency analysis for Policy 3.2.1, above.

City of Fontana Municipal Code

Chapter 28 Article III, Preservation of Heritage, Significant, and Specimen Trees of the City of Fontana Municipal Code (Municipal Code) establishes regulations for the preservation and protection of trees within the City located on both private and public property. This Article establishes regulations for the preservation and protection of heritage, significant, and/or specimen trees within the City located on both private and public property. These trees are defined as follows:

- Heritage Tree means any tree which is: (1) Is of historical value because of its association with a place, building, natural feature or event of local, regional or national historical significance as identified by city council resolution; or (2) Is representative of a significant period of the city's growth or development (windrow tree, European Olive tree); or (3) Is a protected or endangered species as specified by federal or state statute; or (4) Is deemed historically or culturally significant by the city manager or his or her designee because of size, condition, location or aesthetic qualities.
- Protected Tree means any heritage, significant, or specimen tree subject to this article or other such tree identified by a federal or state agency as endangered or sensitive species.
- Significant Tree means any tree that is one of the following species: Southern California black walnut (*Juglana californica*); Coast live oak (*Quercus agrifolia*); Deodora cedar (*Cedrus deodora*); California sycamore (*Plantanus racemosa*); and London plane (*Plantanus acerifolia*) (Provided, however, the term "significant trees" shall not include any tree located on a private parcel of property of less than one acre zoned for residential use).
- Specimen Tree is defined as a mature tree (which is not a heritage or significant tree) which is an excellent example of its species in structure and aesthetics and warrants preservation, relocation or replacement as provided in sections 28-66, 28-67 and 28-68. Specimen trees shall not include any tree located on a private parcel of property of less than one acre zoned for residential use.

Development projects that require a subdivision of property, design advisory board review, and/or a design review are subject to the provisions of this Article. Additionally, all heritage trees so designated by City Council resolution, or endangered species as specified by federal or state statute are also covered by this article. Section 28-64, *Permit Required for Removal of Heritage, Significant and Specimen Trees*, specifies no person shall remove or cause the removal of any heritage, significant, or specimen tree unless a Tree Removal Permit is first obtained (except as provided in Code Section 28-65).

4.3.3 EXISTING ENVIRONMENTAL SETTING

The project area is located within the southwestern portion of the City of Fontana and County of San Bernardino. On-site land uses include new and aging industrial uses and scattered agricultural, commercial, and residential uses. Undeveloped, disturbed open lots of various sizes are scattered throughout the project area. Based on the results of the *Biological Constraints Analysis*, no native vegetation or habitat exists on or near the proposed Specific Plan Update area. The *Biological Constraints Analysis* concluded that the project area is highly disturbed and devoid of sensitive habitat types or communities. However, within the study area, small stands of windrow trees (eucalyptus) associated with former agricultural uses exist within the vicinity.

The local area climate is semi-arid Mediterranean, characterized by hot summers, mild winters, and low humidity. The average annual temperature is 66 degrees Fahrenheit, with an average range between 44 and 95 degrees Fahrenheit. The average annual rainfall is approximately 14.8 inches, with January being the wettest month of the year.

PLANT COMMUNITIES

Land within the boundaries of the proposed project site is either developed with urban uses (either paved or occupied by buildings) or disturbed vacant land. Based on Figure 9-3, *Natural Biotic Communities* of the *General Plan*, there are three primary plant communities occurring throughout the Specific Plan Update area: non-native grassland, ornamental woodland, and developed/disturbed. These communities are described below.

Non-native Annual Grasslands

The non-native annual grassland areas are disturbed (plowed/disked) or graded areas that have revegetated with opportunistic weedy species. Annual grasslands occur in vacant lots throughout the proposed project area. Non-native vegetation in these areas include ruderal (e.g., weedy or non-native) species such as wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), foxtail chess (*Bromus madritensis ssp. Rubens*), jimsonweed (*Datura wrightii*), red-stemmed filaree (*Erodium cicutarium*), shortpod mustard (*Hirschfeldia incana*), yellow sweet-clover (*Melilotus Indica*), casor bean (*Ricinus communis*), and Russian thistle (*Salsola tragus*). This habitat is used as foraging area for raptors and other avian species.

Ornamental Woodland

Ornamental woodlands are human created woodlands using non-native trees and shrubs, which have typically been planted for aesthetic value. Ground cover in the project site includes hottentot fig (*Carpobrotus edulis*) and turf grass. Common species of trees that occur throughout the Specific Plan Update area include gum (*Eucalyptus* spp.), jacaranda (*Jacaranda mimosa*), and ornamental pine (*Pinus* sp.). Windrows consisting primarily of *Eucalyptus* trees extend along the edges of developed parcels, and were associated with the region's former agricultural uses.

Disturbed/Developed Areas

The site's disturbed/developed areas consist of dirt, pavement, concrete, and buildings and structures.

SENSITIVE BIOLOGICAL RESOURCES

Special status biological resources include plant and wildlife species, and habitats that have been afforded special status and/or recognition by federal and/or state resource agencies, as well as private conservation organizations. In general, the principal reason an individual taxon (e.g., species, subspecies, or variety) is given such recognition is the documented or perceived decline or limitation of its population and size, or geographic range, and/or distribution resulting in most cases from habitat loss.

Special status species are native species that have been afforded special legal or management protection because of concern for their continued existence. There are several categories of protection at both federal and state levels, depending on the magnitude of threat to the continued existence and existing knowledge of population levels.

- Endangered Species: Any species which is in danger of extinction throughout all or a significant portion of its range.
- Threatened Species: Any species which is likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
- Species of Special Concern: An informal designation used by CDFG for some declining wildlife species that are not proposed for listing as threatened or endangered, such as the burrowing owl. This designation does not provide legal protection, but signifies that these species are recognized as sensitive by CDFG.

SPECIAL STATUS WILDLIFE SPECIES

The *Biological Constraints Analysis* prepared for the project included a California Natural Diversity Database (CNDDDB) search to determine the potential for species occurrences in the site vicinity. According to the CNDDDB search, 16 sensitive wildlife species have been documented within the Fontana and Guasti United States Geological Survey (USGS) Quadrangles; however, marginally-suitable habitat exists within the project site for only six of these species, as follows (refer to Table 4.3-2, Sensitive Wildlife Species Potentially Occurring On-Site).

- Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). The Delhi Sands flower-loving fly (DSF) is the only fly presently on the Endangered Species List. This subspecies is restricted to the Delhi Sands formation, an area of ancient inland dunes of which only a few hundred acres out of more than 40 square miles remain, the rest largely now forming much or all of the foundation on which the cities of Colton, Fontana, and Ontario, California are built. The adults are only active for a few weeks each year, feeding on flowers, in August and September. Although no Critical Habitat was designated by USFWS for DSF, they did release a Recovery Plan for the species. The SWIP Specific Plan Update area does support Delhi Sands and falls within the Jurupa Recovery Unit. Since the release of the Recovery Plan in 1997, numerous focused surveys for DSF have been conducted within the Jurupa Recovery Unit. Most of the Delhi Sands habitat within the Jurupa Recovery Unit is generally considered unsuitable to low quality habitat. A 5-Year Review of the status of DSF by USFWS was released in March 2008 concluded that “some locations that were previously considered valuable conservation areas should no longer be considered viable targets for conservation,” including many of the areas with the Jurupa Recovery Unit, including DSF habitat within the SWIP Specific Plan Update area.
- Burrowing owl (*Athene cunicularia*). The burrowing owl is a small crepuscular owl that utilizes existing burrow complexes built by other animals, such as ground squirrels. Burrowing owls were once very abundant in California, but have seen a steady decline

over the past 100 years, especially the last 20 years. Burrowing owls commonly nest next to roadside banks and agricultural areas. Burrowing owls are protected by CDFG as a species of special concern, as well as by the federal MBTA. Abandoned agricultural lands within the project area provide areas of nesting and foraging habitat for the burrowing owl. The on-site occurrence potential for this species is moderate.

- Northwestern San Diego pocket mouse (*Chaetodius fallax fallax*). This small rodent species prefers open, sandy habitats in the valley and foothills of southwestern California. Their range extends from Orange County to San Diego County and includes portions of Riverside and San Bernardino Counties. The on-site occurrence potential for this species is moderate.
- Western mastiff bat (*Eumopos perotis californicus*). This bat forages in a variety of habitats. They generally roost in crevices of cliffs, high buildings, trees, and tunnels. Ornamental trees exist within the project boundaries and there is a potential for this species to utilize these trees. Although the on-site occurrence potential for this species is unknown, there is a potential for this bat to utilize existing and proposed trees within project boundaries.
- Western yellow bat (*Lasiurus xanthinus*). Western yellow bats can be distinguished from other bat species by the combination of yellow coloration, size (forearm is between 42-50 millimeters), and short ears. They occur in northern Mexico, western Arizona, southern California, southern Nevada, and southwestern New Mexico. Western yellow bats are associated with dry, thorny vegetation on the Mexican Plateau, and are found in desert regions of the southwestern United States, where they show a particular association with palms and other desert riparian habitats. Individuals usually roost in trees, hanging from the underside of a leaf. At least some individuals or populations may be migratory, although some individuals appear to be present year-round, even in the northernmost portion of their range.
- San Diego desert woodrat (*Neotoma lepida intermedia*). The desert woodrat is found throughout central and southern California. The San Diego desert woodrat occurs in coastal California from San Luis Obispo south through the Transverse and Peninsular Ranges into Baja California. The occurrence potential for this species is moderate.

Table 4.3-2
Sensitive Wildlife Species Potentially Occurring On-Site

Species	Status	General Habitat	Micro Habitat	Occurrence Potential
burrowing owl (<i>Athene cunicularia</i>)	Species of Special Concern	Open, dry annual or perennial Grasslands, Deserts and Scrublands	Subterranean nester, dependent upon burrowing mammals, most notably, the California Ground Squirrel	Habitat is present. Occurrence potential is moderate. Site specific evaluations may be required.
northwestern San Diego pocket mouse (<i>Chaetodipus fallax fallax</i>)	Species of Special Concern	Coastal Scrub, Chaparral, Grasslands, Sagebrush	Sandy, herbaceous areas, usually in association with rocks or coarse gravel	Habitat is present. Occurrence potential is moderate. Site specific evaluations may be required.

Table 4.3-2 (continued)
Sensitive Wildlife Species Potentially Occurring On-Site

Species	Status	General Habitat	Micro Habitat	Occurrence Potential
western mastiff bat (<i>Eumops perotis californicus</i>)	Species of Special Concern	Many open, semi-arid to arid habitats, including Conifer and Deciduous Woodlands, Coastal Scrub, Grasslands, Chaparral, etc.	Roosts in crevices of cliff faces, high buildings, trees and tunnels.	Ornamental trees are present and there is a potential for this species to utilize these trees. Site specific evaluations may be required.
western yellow bat (<i>Lasiurus xanthinus</i>)	Species of Special Concern	Found in Valley Foothill Riparian, Desert Riparian, Desert Wash, and Palm Oasis Habitats	Roosts in trees, particularly palms. Forages over water and among trees	Ornamental trees are present and there is a potential for this species to utilize these trees. Site specific evaluations may be required.
San Diego desert woodrat (<i>Neotoma lepida intermedia</i>)	Species of Special Concern	Coastal Scrub of Southern California from San Diego County to San Luis Obispo County	Moderate to dense canopies preferred. Particularly abundant in rock outcrops and rocky cliffs and slopes	Habitat is present. Occurrence potential is moderate. Site specific evaluations may be required.
Delhi Sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>)	Endangered	Found only in areas of the Delhi Sands formation in Southwestern San Bernardino and Northwestern Riverside County	Requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation	This species is known to occur in the project vicinity. Delhi sand habitat may be present. It is not known if the plant associations indicative of this species exist on-site. Occurrence potential is unknown. Site specific evaluations may be required.
Source: Tom Dodson & Associates, <i>Biological Constraints Analysis For The Southwest Industrial Park Specific Plan Amendment</i> , March 2010.				

Additionally, raptor nests are anticipated within the area's Eucalyptus windrows. It is likely that the raptor species are primarily foraging within the open space areas. Breeding season of raptors and other migratory birds typically runs from February through late June. Disturbing or destroying active raptor and/or migratory bird nests is a violation of the MBTA.

Notwithstanding the findings of the CNDDDB search conducted for the *Biological Constraints Analysis*, Figure 9-4, Potential Habitat for Sensitive Wildlife Species of the *General Plan* indicates habitat for the San Bernardino kangaroo rat, California gnatcatcher, and sensitive pocket mice also potentially occur within the project site.

SPECIAL STATUS PLANT SPECIES

According to the CNDDDB search performed as part of the *Biological Constraints Survey*, 14 sensitive plant species have been documented within the Fontana and Guasti USGS Quadrangles. Of the sensitive plant species identified for the two USGS Quadrangles, none were identified as having the potential to occur on-site.



DESIGNATED CRITICAL HABITAT

The City of Fontana falls within the Designated Critical Habitats of two federally listed species; the San Bernardino kangaroo rat (SBKR) and the California gnatcatcher (CAGN). Section 4(a) of the Endangered Species Act requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.” Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

A Recovery Plan, although not a legally binding document, sets parameters for the successful recovery of a species. Recovery Units are specific locations, which USFWS would like to preserve, or order to encourage the continued survival and ecological recovery of the species. These units are set up to provide biologists and planners a means for prioritizing areas for preservation. In the DSF Recovery Plan, USFWS has defined three recovery units, two of which (the Ontario and Jurupa Recovery Units) encompass portions of the project site. The majority of the planning areas falls within the Jurupa Recovery Unit.¹

WILDLIFE MOVEMENT

Historically, the City provided a connection between the nearby San Bernardino and San Gabriel Mountains to the Chino Basin, as well as movement along the foothills of these ranges in the northern part of the planning area. The proposed Specific Plan Update area does not function as a wildlife movement corridor, since the area is mostly developed, with most of the land converted to industrial, commercial, and residential uses. It is noted the Jurupa Hills, located south of the proposed project site, provide habitat for many species of plants and animals. However, it functions as an ecological island and does not provide for significant movement to the urbanized north.

4.3.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

According to the California *CEQA Guidelines*, a project would result in potentially significant environmental effects if it would:

- 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 CDFG or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.

¹ U.S. Fish and Wildlife Service Carlsbad Fish and Wildlife Office, Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis*) 5-Year Review: Summary and Evaluation, March 2008.

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; refer to Section 7.0. Effects Found Not to be Significant.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Section 15065(a), *Mandatory Findings of Significance*, of the *CEQA Guidelines* states that a project may have a significant effect on the environment if "...the project has 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, reduce the number or restrict the range of an Endangered, Rare, or Threatened species." An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource or those that would obviously conflict with local, state, or federal resource conservation plans, goals, or regulations. Impacts may be locally adverse but not significant if they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis, although they may result in an adverse alteration of existing conditions. The "region" in this analysis is defined as the City of Fontana and the surrounding area.

Section 15380 of the *CEQA Guidelines* indicates that a lead agency can consider a non-listed species to be Rare or Endangered for the purposes of CEQA if the species can be shown to meet the criteria in the definition of Rare or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for Rare and Endangered listed in Section 15380 of the *CEQA Guidelines*, and mitigation measures are recommended where appropriate.

4.3.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

The proposed project would require an amendment to the City's *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the programmatic analysis and mitigation provided in the *General Plan EIR* is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis* of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize biological impacts and associated costs through the following Project Design Feature:

1. The proposed has been sited in an area that has been previously disturbed, having a low potential for impacts to biological resources.

SENSITIVE SPECIES AND HABITATS

Threshold: *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 CDFG or USFWS?*

Impact 4.3-1

*Future development occurring within the project site would not adversely effect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species upon the implementation of recommended mitigation measures. **Determination: Less Than Significant With Mitigation Incorporated.***

Sensitive biological resources are defined as species under study for classification as threatened or endangered, or have low population densities or a highly restricted range. As discussed above, six sensitive species have been documented as potentially occurring on the project site; refer to Table 4.3-2, *Sensitive Wildlife Species Potentially Occurring On-Site*. These species include the DSF (*Rhaphiomidas terminatus abdominalis*), burrowing owl (*Athene cunicularia*), northwestern San Diego pocket mouse (*Chaetodius fallax fallax*), western mastiff bat (*Eumopos perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and San Diego desert woodrat (*Neotoma lepida intermedia*). *General Plan Figure 9-4, Potential Habitat for Sensitive Wildlife Species*, indicates habitat for the San Bernardino kangaroo rat, California gnatcatcher, and sensitive pocket mice also potentially occur in the project area. Lastly, raptors have the potential to nest in large ornamental trees that exist throughout the proposed Specific Plan Update area.



Construction activities and operations of future land uses within the boundaries of the project site could result in potential direct or indirect impacts on the sensitive species identified above. Additionally, construction activities could disturb/destroy active raptor and/or migratory bird nests, which would be a violation of the MBTA. Short-term construction-related impacts would include increased noise, adverse air quality impacts due to fugitive dust and equipment emissions, and construction traffic on local roads. Additionally, the removal or alteration of non-native habitats within the project area could result in the temporary or permanent displacement of plants, vegetation types, small mammals, reptiles, and other animals. These factors could disrupt the behavioral and reproductive patterns of wildlife. Thus, Mitigation Measures 4.3-1a through 4.3-1h have been provided below to minimize potential impacts to a level below significance.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.3-1a The City of Fontana Planning Division shall require that all future project applicants prepare a Biological Assessment prior to the issuance of grading permits. The Biological Assessment shall include a vegetation map of the proposed project area, analysis of the impacts associated with plant and animal species and habitats, and conduct habitat evaluations for burrowing owl, Delhi Sands flower-loving fly, San Diego pocket mouse, western mastiff bat, western yellow bat, and San Diego desert woodrat. If any of these species are determined to be present, then coordination with the U.S. Fish and Wildlife Service and/or California Department of Fish and Game shall be conducted to determine what, if any, permits or clearances are required prior to development.
- 4.3-1b Any future land disturbance for site-specific developments within the project site shall be conducted outside of the State-identified bird nesting season (February 15 through September 1). If construction during the nesting season must occur, the site shall be evaluated by a City-approved biologist prior to ground disturbance to determine if nesting birds exist on-site. If any nests are discovered, the biologist shall delineate an appropriate buffer zone around the nest, depending on the species and type of construction activity. Only construction activities approved by the biologist shall take place within the buffer zone until the nest is vacated.
- 4.3-1c: Prior to any ground disturbance, trees scheduled for removal shall be evaluated by a City-approved biologist for roosting bats. If a roost is present the biologist will develop a plan to minimize impacts to the bats to the greatest extent feasible.
- 4.3-1d The City shall encourage the preservation of natural habitat in conjunction with private or public development projects. [GPEIR MM BR-4]



- 4.3-1e Mitigation shall be provided for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat of the same type, financial contribution to a habitat conservation fund administered by a Federal, State, or local government agency, or by a non-profit agency conservancy. [GPEIR MM BR-5]
- 4.3-1f Local CEQA procedures shall be applied to identify potential impacts to rare, threatened and endangered species. [GPEIR MM BR-9]
- 4.3-1g Evidence of satisfactory compliance shall be provided by Project Applicant with any required State and/or Federal permits, prior to issuance of grading permits for individual projects. [GPEIR MM BR-10]
- 4.3-1h Any development that results in the potential take or substantial loss of occupied habitat for any threatened or endangered species shall conduct formal consultation with the appropriate regulatory agency, and shall implement required mitigation pursuant to applicable protocols. Consultation shall be on a project-by-project basis and measures shall be negotiated independently for each development project. [GPEIR MM BR-11]

SENSITIVE NATURAL COMMUNITIES

Threshold: *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?*

Impact 4.3-2

*Future development within the project site would not adversely affect any riparian habitat or other sensitive natural community upon the implementation of recommended mitigation measures. **Determination: Less Than Significant With Mitigation Incorporated.***

As stated above, the proposed project has the potential to impact a range of special-status species having the potential to occur on-site. Although the project site is highly disturbed and devoid of sensitive habitat types or communities, site-specific habitat evaluations would be required to determine if impacts to sensitive species could occur. However, upon implementation of Mitigation Measures 4.3-1a through 4.3-1h, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures 4.3-1a to 4.3-1h.

WETLANDS AND DRAINAGES

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

Impact 4.3-3

*The proposed Specific Plan Update and Annexation would not have a substantial adverse effect on federally protected wetlands through the direct removal, filling, hydrological interruption, or other means upon implementation of recommended mitigation. **Determination: Less Than Significant Impact With Mitigation Incorporated.***

Based on the results of the *Biological Constraints Analysis*, there is a potential for streambeds, wetlands, and/or riparian areas to occur on-site. These features could exist in undeveloped or unpaved areas throughout the site, including former agricultural properties that occur sporadically throughout the Specific Plan area. Impacts to these water features and vegetation may require compliance with permit requirements of the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and CDFG.

As development proposals within the Specific Plan Update area are received, properties where a potential for wetlands and/or drainages exists will require the preparation of a jurisdictional delineation. The jurisdictional delineation would be utilized to determine the acreage of impact, regulating agencies, jurisdictional limits, and mitigation requirements. Upon implementation of the recommended mitigation measure, impacts related to wetlands and drainages would be less than significant.

Mitigation Measures:

- 4.3-3a For future development proposals that could potentially affect jurisdictional drainages or wetlands (to be determined by the City of Fontana Planning Division), the project applicant shall prepare a jurisdictional delineation to determine the extent of jurisdictional area, if any, as part of the regulatory permitting process.

LOCAL ORDINANCES

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

Impact 4.3-3

*Future development in the Specific Plan Update area would not conflict with local policies or ordinances protecting biological resources. **Determination: Less Than Significant Impact.***



Future development within the Specific Plan Update area could involve the removal of heritage, significant, or specimen trees. As noted above, Chapter 28 Article III of the City's *Municipal Code* establishes regulations for the protection and preservation of heritage trees, significant trees, and specimen trees on public and private property. Project development involving tree removal would be subject to the provisions of Chapter 28 Article III of the *Municipal Code*. In particular, Code Section 28-64, *Permit Required for Removal of Heritage, Significant and Specimen Trees*, specifies no person shall remove or cause the removal of any heritage, significant, or specimen tree unless a Tree Removal Permit is first obtained. Impacts in this regard are considered less than significant following compliance with the provisions of the *Municipal Code*.

Mitigation Measures: No mitigation is required.

HABITAT CONSERVATION PLANS

Threshold: *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?*

Impact 4.3-4

*Project development would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan upon implementation of recommended mitigation. **Determination: Less Than Significant With Mitigation Incorporated.***

Neither the City of Fontana nor the County of San Bernardino has adopted a federal or state habitat conservation plan that provides any requirements or guidance for the planning area. Buildout of the Specific Plan Update would not conflict with an adopted habitat conservation plan. Although a recovery plan was released in 1997 for DSF that includes the Specific Plan Update area, an assessment of the recovery of DSF in 2008 indicated that much of the Jurupa Recovery Unit may no longer provide conservation value for DSF. However, implementation of Mitigation Measures 4.3-1a through 4.3-1f would provide the necessary analysis to formally determine whether areas within the Specific Plan Update area provide viable habitat for DSF. As such, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures 4.3-1a to 4.3-1f.

4.3.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.²

On a regional basis, the majority of land within the City has been developed or extensively modified by human activity. Cumulative development has affected the majority of the areas within the City in regards to biological resources. Today, most valuable biological areas in the vicinity of the City are on the City's northern and southern extents, which are associated with the foothills of the San Bernardino and Jurupa Mountains, respectively.

The proposed SWIP Specific Plan Update and Annexation would include future development within project boundaries. Future development activities could result in potential conflicts with plans and policies that are designed to mitigate or avoid potential environmental affects. To prevent cumulative impacts to biological resources, mitigation may be required on a project-by-project basis, as specified in the mitigation measures above. Implementation of these mitigation measures would ensure that the project would not make a cumulatively considerable contribution to cumulative biological resource impacts and is therefore not considered cumulatively significant.

4.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measures outlined above would reduce the potential impact of future project development on biological resources to a less than significant level.

² Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



Cultural Resources

Section 4.4

4.4.1 INTRODUCTION

The purpose of this section is to identify and assess impacts to cultural resources (historical, archaeological, and paleontological) that may exist within the boundaries of the Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Project. Mitigation measures are recommended to preserve and/or protect potential resources as future development projects are proposed. The information used in this section is derived from the *Conservation and Open Space Element* of the *City of Fontana General Plan* (October 2003), the *City of Fontana General Plan EIR* (August 2003), and the *Historical/Archaeological Resources Records Search, Southwest Industrial Park Specific Plan Amendment* (October 2008).

4.4.2 EXISTING REGULATORY SETTING

Federal, State, and local governments have developed laws and regulations designed to protect significant cultural resources that may be affected by actions that they undertake or regulate. The National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA) are the primary Federal and State laws governing preservation of historic and archaeological resources of national, state, regional, and local significance.

FEDERAL

National Historic Preservation Act

Section 106 of the 1966 NHPA governs Federal regulations for cultural resources. Section 106 of NHPA requires Federal agencies to consider the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 *Code of Federal Regulations* (CFR) Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places (NRHP).

The criteria for determining eligibility for the NRHP are found in 36 *CFR* Part 60. Amendments to the NHPA (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal funding.

The National Register Information System (NRIS) is a database that contains information on places listed in or determined eligible for the NRHP.

Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments

Executive Order 13175 was issued by President Clinton on November 9, 2000. The Executive Order was required by the Unfunded Mandates Reform Act of 1995. Although Executive Order 13175 was created during the Clinton Administration, it is rooted in the longstanding relationship found in the U.S. Constitution, the Indian treaties, and the Federal trust relationship. Section 3 of the Executive Order contains substantive policy-making criteria that require Agencies to “respect Indian tribal self-government and sovereignty, honor tribal treaty and other rights, and strive to meet the responsibilities that arise from the unique legal relationship between the Federal Government and Indian tribal governments.” Section 3 specifically supports tribal self-government, directing Federal agencies to ‘defer to Indian tribes to establish standards, “ and “preserve the prerogatives and authority of Indian tribes.” Executive Order 13175 establishes the “Government-to-Government” consultation process as regards numerous types of government actions, including treatment and preservation of Native American cultural resources.

STATE

The State of California has laws for the protection and preservation of archaeological resources. The State Office of Historic Preservation sponsors the California Historical Resources Information System (CHRIS), a statewide system for managing information on the full range of historical resources identified in California. CHRIS provides an integrated database of site-specific archaeological and historical resources information. The State Office of Historic Preservation also maintains the California Register of Historical Resources (CRHR), which identifies the State’s architectural, historical, archeological and cultural resources. The CRHR includes properties listed in or formally determined eligible for the NRHP and lists selected California Registered Historical Landmarks.

Public Resources Code (Section 5024.1[A])

The evaluation criteria for inclusion in the CRHR are cited in *California Public Resources Code* Section 5024.1(a). This section states that a resource may be listed as an historical resource in the CRHR if it meets any of the following NRHP criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Public Resources Code (Section 5024.1[B])

Section 5024.1(b) of the *California Public Resources Code* states that any agency proposing a project that could potentially impact a resource listed on the CRHR must first notify the State Historic Preservation Officer (SHPO), and must work with the SHPO to ensure that the project incorporates “prudent and feasible measures that will eliminate or mitigate the adverse effects.”

Senate Bill 18

Senate Bill (SB) 18 was adopted in 2004 and made effective in 2005. It requires cities and counties to contact and consult with “California Native American Tribes” before adopting or amending a General Plan and Specific Plan or when designating land as Open Space, for the purpose of protecting Native American Cultural Places as defined in *California Public Resources Code* §§ 5097.9 and 5097.993. Since the project consists of an amendment to the SWIP Specific Plan, the City of Fontana (City) initiated consultation with California Native American tribes under SB 18 concurrently with the Notice of Preparation (NOP) process for the project in September 2009. This effort involved consultation with a total of eight tribes, from whom two responses were received (Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians). The results of the consultation are further discussed under Section 4.4.3, Existing Environmental Setting.

California Health And Safety Code (Section 7050.5)

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the *Government Code* or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

California Public Resources Code (Section 5097.98)

Section 5097.98 of the *California Public Resources Code* stipulates that whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The



descendents shall complete their inspection and make their recommendation within 24 hours of their notification by the NAHC. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CEQA Guidelines (Section 15064.5)

According to *CEQA Guidelines* Section 15064.5, a “historical resource” is an object, building, structure, site, area, place, record, or manuscript which:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA Statute 21083.2

According to *CEQA Statute* 21083.2, a “unique archaeological resource” is an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

LOCAL

City of Fontana General Plan

The *Open Space and Conservation Element* of the *General Plan* establishes an open space and conservation system to preserve the City’s highest priority resources while balancing land needs. The Cultural Resources Component of the *Open Space and Conservation Element* focuses on the preservation of key landmarks and the revitalization of City’s historic era downtown. The *Element’s* policies that are relevant to the proposed project are outlined in Table 4.4-1, *Open Space and Conservation Element Consistency Analysis*. It is noted these goals and policies are not geographically limited and apply broadly to the entire City, including the Specific Plan Update area.

Table 4.4-1
Open Space and Conservation Element Consistency Analysis

Goal/Policy	Project Consistency
Goal 4.1 - The City will seek to identify and inventory all historical and archaeological resources within the City boundaries and its sphere of influence.	
Policy 4.1.2 - The City will consider the identification of cultural resources an integral part of the planning process	Consistent. Article XIII of the <i>City of Fontana Municipal Code (Municipal Code)</i> addresses preservation of the City's cultural resources; all future development within the Specific Plan Update area would be subject to compliance with Article XIII requirements. In addition, one of the Guiding Principles identified within the Specific Plan Update is to encourage viable development in the future, while paying tribute to Fontana's past; also refer to the consistency analysis for Goal 4.1, above.
Goal 4.2 - The City will encourage and support the preservation, rehabilitation, and/or restoration of historical and archaeological resources within the City boundaries and its sphere of influence.	
Policy 4.2.1 - The City will make all reasonable efforts to protect cultural resources under its control.	Consistent. As stated above, Article XIII of the City's <i>Municipal Code</i> addresses preservation of the City's cultural resources; all future development within the Specific Plan Update area would be subject to compliance with Article XIII requirements. In addition, the City would require that site-specific historical/archaeological investigations are performed where the potential for impacts to resources exists.
Policy 4.2.3 - The City will use its regulatory power to ensure the proper protection of cultural resources and avoid or minimize adverse effects on such resources from private projects that require discretionary City actions.	Consistent. As stated above, Article XIII of the City's <i>Municipal Code</i> addresses preservation of the City's cultural resources; all future development within the Specific Plan Update area would be subject to compliance with Article XIII requirements. In addition, the City would require that site-specific historical/archaeological investigations are performed where the potential for impacts to resources exists.

City of Fontana Municipal Code – Preservation of Historic Resources

The preservation of historic, archaeological, and paleontological resources in the City is addressed in Sections 5-351 through 5-365 of Chapter 5 (Buildings and Building Regulations) of the City's *Municipal Code*. These measures were adopted to implement the goals and policies of the *General Plan*, which recognize the presence of archaeological sites and buildings that have historic importance for the city.

4.4.3 EXISTING ENVIRONMENTAL SETTING

CULTURAL SETTING

The Specific Plan Update area is located within the southwestern portion of the City of Fontana and San Bernardino County. Native Californians are believed to have been present in the site vicinity since 6,000 B.C. Numerous cultural resources studies and records searches conducted to date within the City generally support the existing prehistoric hunter-gatherer settlement-subsistence models for Inland California, which suggest that longer-term residential settlement



was more likely to occur on elevated terraces, hills, and finger ridges near permanent or reliable sources of water, while the Valley floor was more often used for resource procurement, travel, and opportunistic camping.¹ The *Open Space and Conservation Element* of the City's *General Plan* states that the foothills along the San Gabriel and Jurupa Mountains and, in particular, moderately sloping fans with deep soil near the mouths of canyons or springs, are areas, "likely to contain prehistoric archaeological sites of potential significance."²

The earliest recorded landowner in the Fontana area was Don Antonio Maria Lugo, who received a land grant in 1813. A second grant secured the land known as Rancho de San Bernardino for his sons. The Lugo sons sold a portion of their land, which included part of what is now Fontana, to a group of Mormon settlers in 1851. The Mormon settlers eventually returned to Salt Lake City, and the Semi Tropical Land & Water Company gained control of the Rancho. Active development of the area, however, did not begin until the early 1900's, when the Fontana Development Company acquired the property and began a community called Rosena, a name that was changed to Fontana in 1913.

A. B. Miller founded the town-site of Fontana in 1913 and built it into a diversified agricultural area with citrus, grain, grapes, poultry, and swine being the leading commodities. Mr. Miller played a foremost part in the development of agriculture in southern California.

The community faced a transition in 1942 when Fontana was selected as the site for the Kaiser Steel Mill. The City was incorporated June 25, 1952 with a population of 13,695 and became southern California's leading producer of steel and related products. The steel industry dominated the City's economy until the late 1970's, when Kaiser Steel began to cut down on production and the steel mill closed in 1984. The plate steel and rolling mill plant was acquired by California Steel Company, which continues to produce steel products today. Since the closure of Kaiser Steel Mill, an upsurge in railroad and trucking operations, medium to heavy industrial facilities, and several warehousing/distribution centers has occurred in Fontana because of its convenient geographical location and proximity to the transportation network.³

ARCHAEOLOGICAL RESOURCES

Archaeological resources are defined as the material remains of any area's pre-historic (aboriginal/Native American) or historic (European and Euro-American) human activity.

A review of ethnographic literature and relevant archaeological studies in the site vicinity was conducted for the proposed project within the *Historical/Archaeological Resources Records Search, Southwest Industrial Park Specific Plan Amendment (Historical/Archaeological Records Search)* by CRM TECH. Since the project site is located near the San Bernardino/Riverside County border, a records search was conducted at both the Eastern Information Center at the University of California, Riverside and the Archaeological Information Center at the San Bernardino County Museum in Redlands. The records search radius extended one mile beyond

¹ City of Fontana, *City of Fontana General Plan, Open Space and Conservation Element*, October 2003.

² Ibid.

³ Ibid.



the boundaries of the project site, and included records dating back to 1976, including a City-wide cultural resources survey (performed by CRM TECH in 2001) in support of the City's update of the *General Plan*.

Based on the *Historical/Archaeological Records Search*, more than 20 previous cultural resources studies have occurred on small portions of the project site. As a result of these studies, no archaeological resources or Native American sites were found within project boundaries. A total of nine historic-period sites were previously recorded in the project area, and are discussed under *Historical Resources*, below.

In light of the lack of resources found as part of the *Historical/Archaeological Records Search* and the fact that the project area has been fully disturbed, the likelihood of encountering potentially significant prehistoric archaeological remains within project boundaries appears to be low. The results of the *Historical/Archaeological Records Search* generally support the existing prehistoric hunter-gatherer settlement-subsistence models for Inland California, which suggest that longer-term residential settlement was more likely to occur on elevated terraces, hills, and finger ridges near permanent or reliable sources of water, while the Valley floor was more often used for resource procurement, travel, and opportunistic camping. In the Fontana area, all of the known prehistoric archaeological sites were found near the foothills of the San Gabriel and Jurupa Mountains, and none were found on the Valley floor (where the project site is located).⁴

Additionally, the project site is located outside of the area denoted as having a high sensitivity for prehistoric archaeological resources on Exhibit 5.11-1, *Cultural Resource Sensitivity* of the *General Plan EIR*.

As discussed above, the proposed project is subject to the requirements of SB 18 since it represents an amendment to the existing SWIP Specific Plan. As such, the City consulted with a total of eight tribal contacts (as recommended by the NAHC) concurrently with the Expanded NOP process that was conducted in September 2009. As a result of the SB 18 consultation, responses were received from the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians. Generally, the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians request further consultation as future development proposals are received, and recommend a range of measures occur in the event future cultural investigations find archaeological resources or if unknown resources are discovered during construction. The Soboba Band of Luiseño Indians documents that the site falls into its Tribal Traditional Use Area, and thus is considered highly sensitive to the people of Soboba.

PALEONTOLOGICAL RESOURCES

Paleontological resources are plant and animal fossils dated from 3.5 million to 7,000 years ago. Typical paleontological resources include hardened remains from plants, vertebrates or invertebrates. Paleontological resources are afforded protection by Federal, State, and county environmental laws and guidelines.

⁴ CRM TECH, *Historical/Archaeological Resources Records Search*, Southwest Industrial Park Specific Plan Amendment, October 2008.

In April 2003, the San Bernardino County Museum commented on the City's then-pending update to the *General Plan*. The letter pointed out that while the City is situated primarily upon surface exposures of Quaternary younger fan deposits of Holocene age having low paleontologic sensitivity, well-dissected Pleistocene older fan deposits are also mapped as present within the boundaries of the *General Plan* Planning Area, including areas in the southwestern portion of the City, and that these deposits have a high potential to contain fossil resources. The *General Plan EIR* makes note of these comments. Both the April 2003 Museum letter and the *General Plan EIR* note the presence of one paleontological resource south of the project site. This site, located within the western Jurupa Hills in the vicinity of Live Oaks, produced a saber cat, which was unearthed in a pipeline trench at a depth of approximately five feet below the ground surface. In addition, both documents reference the presence of "abundant fossils ...recovered from the Jurupa Basin near the intersection of Jurupa Avenue and Mulberry Avenue," within and near the project site. The southern portions of the project site may be underlain with the older Pleistocene fan deposits referenced in the *General Plan* and *General Plan EIR* and may have moderate potential to produce Pleistocene vertebrate fossils.

HISTORICAL RESOURCES

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. In general, resources greater than 50 years old have the potential to be considered a historic resource.

Based on the results of the *Historical/Archaeological Records Search*, a total of nine recorded historic-period sites exist within project boundaries. These nine resources include:

- **San Bernardino-Sonora Road.** This site represents the approximate route of the San Bernardino-Sonora Road, also known as the northern branch of the Emigrant Trail. It was delineated solely based on historic maps, which suggest that the old wagon road may have passed through the project area near the present-day intersection of Mulberry Avenue and Jurupa Avenue. No physical remains of the road were ever recorded in the San Bernardino Valley and it is highly unlikely for any to be encountered in the project area.

This site has been designated as a California Point of Historical Interest and under CEQA provisions, potentially qualifies as a "historical resource". However, due to the lack of important physical properties associated with this site within the project area, the proposed project is unlikely to cause substantial adverse changes in the significance of this site.

- **Kaiser Steel Mill.** The Kaiser Steel Mill, built in the early 1940s, is recognized as being significant in California and American history as the largest steel mill ever in operation on the West Coast. It played an important role in the American war efforts during World War II. The mill closed in 1984, and a portion of the property was subsequently redeveloped into the California Speedway in the 1990s. While its former site overlaps a small portion of the project site on the northern edge, it is doubtful that any buildings,

structures, objects, or features that contribute to the historic significance of the Kaiser Steel Mill would remain in existence within the project boundaries today.

This site has been designated as a California Point of Historical Interest and under CEQA provisions, potentially qualifies as a “historical resource”. However, due to the lack of important physical properties associated with this site within the project area, the proposed project is unlikely to cause substantial adverse changes in the significance of this site.

- **Vernacular Residence (Site 36-13862).** This site contains a vernacular residence from the 1950s, previously determined to be ineligible for listing in the NRHP or the CRHR.
- **Vernacular Residence (Site 36-13863).** This site contains a vernacular residence from the late 1920s, previously determined to be ineligible for listing in the NRHP or the CRHR.
- **Vernacular Residence (Site 36-13864).** This site contains a vernacular residence from the 1950s, previously determined to be ineligible for listing in the NRHP or the CRHR.
- **Vernacular Residence (Site 36-7795).** This site contains a vernacular residence from the 1950s. This structure did not exhibit the historic or architectural quality to merit listing in the NRHP or the CRHR.
- **Isolated Iron Lamppost.** This site contains an iron lamppost from a 1940s gasoline station. This structure did not exhibit the historic or architectural quality to merit listing in the NRHP or the CRHR.
- **Southern Pacific Declezville Railroad Alignment.** This site contains a segment of the Southern Pacific’s Declezville railroad alignment. The Southern Pacific’s Declezville line was a localized spur built in the late 19th century to serve a granite quarry nearby. This structure did not exhibit the historic or architectural quality to merit listing in the NRHP or the CRHR.
- **Southern Pacific Railroad Mainline.** This site contains a segment of the Southern Pacific Railroad. The Southern Pacific Railroad (now Union Pacific) mainline, constructed in 1876-1877, played a prominent role in the economic, political, and social history of southern California during late 19th and early 20th centuries. However, as a working component of the modern transportation infrastructure, the existing railroad retains little historic integrity to relate to the site’s period of significance and does not merit listing in the NRHP or the CRHR.

The *Historical/Archaeological Records Search* found that all nine of the documented historic-period resources were either unlikely to be impacted by the project, or did not merit listing in the NRHP or CRHR. Additionally, the project site is located outside of the area denoted as having a relative concentration of historic-era buildings, as shown on [Exhibit 5.11-1, Cultural Resource Sensitivity](#) of the *General Plan EIR*. Since the City does not maintain a registry of local historic resources, none of the identified resources are considered locally significant.

SUMMARY AND INTERPRETATION

Based on the *Historical/Archaeological Records Search* prepared for the proposed project, the likelihood of encountering potentially significant prehistoric and/or historic-period resources within project boundaries is low. The *Historical/Archaeological Records Search* did not find any records of prehistoric resources within site boundaries, and the nine documented historic-period resources were either unlikely to be impacted by the project, or did not merit listing in the NRHP or CRHR. However, a determination of low sensitivity should not be interpreted as a declaration of “no historical resources.”

Additionally, the project site exhibits a moderate sensitivity for paleontological resources, depending upon the underlying geology of a particular site and the proposed depth of excavation.

4.4.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Public Resource Code Section 5024.1 authorizes the establishment of the CRHR. Any identified cultural resources must, therefore, be evaluated against the CRHR criteria. In order to be determined eligible for the CRHR, a property must be significant at the local, state, or national level under one or more of the following four criteria, modeled after the NRHP criteria:

- It is associated with events or patterns of events that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States;
- It is associated with the lives of persons important to the nation or to California’s past;
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- It has yielded, or may be likely to yield, information important to the prehistory or history of the state and the nation.

In addition to meeting any one of the above criteria, a significant property must exhibit a measure of integrity. Properties eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historic properties and to convey the reasons for their significance. Integrity is judged in relation to location, design, setting, materials, workmanship, feeling, and association.

Public Resource Code Section 21083.2 governs the treatment of unique archaeological resources, defined as “*an archaeological artifact, object, or site about which it can be clearly demonstrated*” as meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;

- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person. If it can be demonstrated that a project will cause damage to a unique archaeological resource, appropriate mitigation measures shall be required to preserve the resource in-place, in an undisturbed state. Mitigation measures may include, but are not limited to a) planning construction to avoid the site, b) deeding conservation easements, or c) capping the site prior to construction. If a resource is determined to be a “non-unique archaeological resource” no further consideration of the resource by the lead agency is necessary.

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist Form. The Checklist includes questions relating to cultural resources, based on the considerations described above. These have been utilized as thresholds of significance in this Section. Accordingly, a significant environmental impact would occur if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

Based on these significance thresholds and criteria, the project’s effects have been categorized as either “effects found not to be significant” or “potentially significant impact.” Feasible mitigation measures, which could avoid or minimize potentially significant impacts, are identified. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a “significant unavoidable impact.”

4.4.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

The proposed project would require an amendment to the City’s *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the



programmatic analysis and mitigation provided in the *General Plan EIR* is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis* of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize biological impacts and associated costs through the following Project Design Features:

1. The proposed has been sited in an area that has been previously disturbed, having a low sensitivity for archaeological and historical resources.
2. One of the Specific Plan Update's primary goals is to coordinate and focus change in the Specific Plan Update area, rather than "remove and replace". This would allow for future development to occur while elements of the City's rich industrial history would remain; refer to Chapter 2.0 of the *SWIP Specific Plan Update*.

HISTORICAL RESOURCES

Threshold: *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

Impact 4.4-1

*Future development within the Specific Plan Update area would not adversely change the significance of a historical resource. **Determination: Less Than Significant With Mitigation Incorporated.***

The *Historical/Archaeological Records Search* prepared for the proposed project concluded that the likelihood of encountering potentially significant historic-period resources within project boundaries is low. Although a total of nine historic-period resources were documented as part of the *Historical/Archaeological Records Search*, it was determined that all nine were either unlikely to be impacted by the project, or did not merit listing in the NRHP or CRHR. Additionally, the project site is located outside of the area denoted as having a relative concentration of historic-era buildings, as shown on Exhibit 5.11-1, *Cultural Resource Sensitivity* of the *General Plan EIR*.

However, a determination of low sensitivity should not be interpreted as a declaration of "no historical resources." In addition, a visual survey of the proposed project site indicates the presence of historic era buildings that retain their integrity. Therefore, historic resources within the Specific Plan Update area, if any, may be vulnerable to future development activities. This is a potentially significant impact.

However, based upon recommendations provided within the *Historical/Archaeological Records Search* and *General Plan EIR*, the City will require that future site-specific development include an analysis of historical resources, should the potential for impacts exist. If potential historical resources are determined to be present, the analysis would include a mitigation program to minimize potential impacts on historical resources on a case-by-case basis. Upon implementation of recommended mitigation, impacts in this regard would be less than significant.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

4.4-1a A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries:

- Subsequent to a preliminary City review, if evidence suggests the potential for historic resources, a field survey for historical resources within portions of the project site not previously surveyed for cultural resources shall be conducted.
- Subsequent to a preliminary City review, if evidence suggests the potential for historic resources, the San Bernardino County Archives shall be contacted for information on historical property records.
- Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands.
- All historical resources within the project site, including archaeological and historic resources older than 50 years, shall be inventoried using appropriate State record forms and guidelines followed according to the California Office of Historic Preservation's handbook "Instructions for Recording Historical Resources." The archaeologist shall then submit two (2) copies of the completed forms to the San Bernardino County Archaeological Information Center for the assignment of trinomials.
- The significance and integrity of all historical resources within the project site shall be evaluated, using criteria established in the *CEQA Guidelines* for important archaeological resources and/or 36 *CFR* 60.4 for eligibility for listing on the National Register of Historic Places.
- Mitigation measures shall be proposed and conditions of approval (if a local government action) recommended to eliminate adverse project effects on significant, important, and unique historical resources, following appropriate CEQA and/or National Historic Preservation Act's Section 106 guidelines.
- A technical resources management report shall be prepared, documenting the inventory, evaluation, and proposed mitigation of resources within the project site, following guidelines for Archaeological Resource Management Reports



prepared by the California Office of Historic Preservation, Preservation Planning Bulletin 4(a), December 1989. One copy of the completed report, with original illustrations, shall be submitted to the San Bernardino County Archaeological Information Center for permanent archiving. [GPEIR MM CR-3]

- 4.4-1b If any historical resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. [GPEIR MM CR-4]

ARCHAEOLOGICAL RESOURCES

Threshold: *Would the project cause a substantial adverse change in the significance of an archaeological resource?*

Impact 4.4-2

*Future development within the Specific Plan Update area would not cause a substantial adverse change in the significance of an archaeological resource. **Determination: Less Than Significant With Mitigation Incorporated.***

The majority of the proposed project site is highly disturbed due to industrial, residential, commercial and agricultural land uses. Based on the results of the *Historical/Archaeological Records Search* prepared for the proposed project, more than 20 previous cultural resources studies have occurred on small portions of the project site. As a result of these studies, no archaeological resources or Native American sites were found within project boundaries.

In light of the lack of resources found as part of the *Historical/Archaeological Records Search* and the fact that the project area has been fully disturbed, the likelihood of encountering potentially significant prehistoric archaeological remains within project boundaries appears to be low. The results of the *Historical/Archaeological Records Search* generally support the existing prehistoric hunter-gatherer settlement-subsistence models for Inland California, which suggest that longer-term residential settlement was more likely to occur on elevated terraces, hills, and finger ridges near permanent or reliable sources of water, while the Valley floor was more often used for resource procurement, travel, and opportunistic camping. In the Fontana area, all of the known prehistoric archaeological sites were found near the foothills of the San Gabriel and Jurupa Mountains, and none were found on the Valley floor (where the project site is located).⁵ Additionally, the project site is located outside of the area denoted as having a high sensitivity for prehistoric archaeological resources on Exhibit 5.11-1, Cultural Resource Sensitivity of the *General Plan EIR*.

⁵ Ibid.

However, a determination of low sensitivity should not be interpreted as a declaration of “no historical resources.” In addition, as result of the SB 18 consultation performed for the project, responses were received from the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians. Generally, the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians request further consultation as future development proposals are received, and recommend a range of measures occur in the event future cultural investigations find archaeological resources or if unknown resources are discovered during construction. The Soboba Band of Luiseño Indians documents that the site falls into its Tribal Traditional Use Area, and thus is considered highly sensitive to the people of Soboba. Thus, mitigation measures have been incorporated into this Program EIR to minimize impacts related to Native American resources.

Accordingly, there is a possibility that as yet unidentified archaeological sites are located within the boundaries of the proposed project site. Potential future development associated with the Specific Plan Update and Annexation may result in impacts to undiscovered archaeological resources through ground disturbing activities. However, mitigation measures have been incorporated into this Program EIR that would require an analysis of potential impacts to archaeological resources on a site-specific basis. If it is determined through these analyses that significant archaeological resources would be affected by future projects, a mitigation program would be prepared to minimize impacts. Thus, upon implementation of recommended mitigation measures, impacts would be less than significant in this regard.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

4.4-2a A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries:

- Subsequent to a preliminary City review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric resources within portions of the project site not previously surveyed for cultural resources shall be conducted.
- Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands.
- All prehistoric resources shall be inventoried using appropriate State record forms and two (2) copies of the completed forms shall be submitted to the San Bernardino County Archaeological Information Center.
- The significance and integrity of all prehistoric resources within the project site shall be evaluated using criteria established in the *CEQA Guidelines* for important archaeological resources.



- If human remains are encountered on the project site, the San Bernardino County Coroner's Office shall be contacted within 24 hours of the find, and all work shall be halted until a clearance is given by that office and any other involved agencies.
- All resources and data collected within the project site shall be permanently curated at an appropriate repository within the County. [GPEIR MM CR-1]

4.4-2b If any prehistoric archaeological resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Fontana shall:

- Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities at a theme or focal point.
- Pursue educating the public about the area's archaeological heritage.
- Propose mitigation measures and recommend conditions of approval (if a local government action) to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving. [GPEIR MM CR-2]

4.4-2c Where consistent with applicable local, State and federal law and deemed appropriate by the City, future site-specific development projects shall consider the following requests by the Soboba Band of Luiseño Indians and Morongo Band of Mission Indians:

- In the event Native American cultural resources are discovered during construction for future development, all work in the immediate vicinity of the find shall cease 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;
- 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;
- Utilize a Native American Monitor from the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) where deemed appropriate or required by the City, during initial ground disturbing activities, cultural resource surveys, and/or cultural resource excavations.

PALEONTOLOGICAL RESOURCES

Threshold: *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Impact 4.4-3

Future development within project site boundaries would not directly or indirectly resulting significant impacts on a unique paleontological resource or site or unique geologic feature.

Determination: Less Than Significant With Mitigation Incorporated.

While the City is situated primarily upon surface exposures of Quaternary younger fan deposits of Holocene age having low paleontologic sensitivity, well-dissected Pleistocene older fan deposits are also mapped within the City. These deposits have a high potential to contain fossil resources. In addition, a paleontological resource has been discovered south of the project site, within the western Jurupa Hills in the vicinity of Live Oaks. The discovered resource was a saber cat, which was unearthed in a pipeline trench at a depth of approximately five feet below the ground surface. In addition, the presence of “abundant fossils ...recovered from the Jurupa Basin near the intersection of Jurupa Avenue and Mulberry Avenue,” within and near the project site are known to exist.⁶ The southern portions of the project site may be underlain with the older Pleistocene fan deposits referenced in the *General Plan* and *General Plan EIR* and may have moderate potential to produce Pleistocene vertebrate fossils.

Therefore, excavations that extend into the Pleistocene Alluvium have a potential of containing substantial fossil vertebrate specimens. Potential future development within project boundaries could directly or indirectly impact a unique paleontological resource or site or unique geologic feature.

However, mitigation measures have been incorporated into this Program EIR that would require an analysis of potential impacts to paleontological resources on a site-specific basis. If it is determined through these analyses that significant paleontological resources may be affected by future projects, a mitigation program would be prepared to minimize impacts. Thus, upon implementation of recommended mitigation measures, impacts would be less than significant in this regard.

⁶ City of Fontana, *City of Fontana General Plan EIR*, August 2003.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.4-3a A qualified paleontologist shall conduct a pre-construction field survey of any project site within the Specific Plan Update area that is underlain by older alluvium. The paleontologist shall submit a report of findings that provides specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. [GPEIR MM CR-5]
- 4.4-3b Should mitigation monitoring be recommended for a specific project within the project site, the program shall include, but not be limited to, the following measures:
- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
 - Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find.
 - All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum).
 - A summary report shall be submitted to City of Fontana. Collected specimens shall be transferred with copy of report to San Bernardino County Museum. [GPEIR MM CR-6]

HUMAN REMAINS

Threshold: *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Impact 4.4-4

*Future development occurring within the Specific Plan Update area would not result in significant impacts related to the disturbance of human remains, including those interred outside of formal cemeteries. **Determination: Less Than Significant Impact.***

No conditions exist that suggest human remains are likely to be found within the boundaries of the project site. Due to the level of past disturbance in the Specific Plan Update area, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. Notwithstanding, ground-disturbing

activities in the project site, such as grading or excavation, have the potential to disturb as yet unidentified human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. The *California Health and Safety Code* Section 7050.5-7055 describes the general provisions for human remains. Specifically, *Health and Safety Code* Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the *California Public Resources Code* would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overly adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be less than significant.

Mitigation Measures: None required.

4.4.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an



approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.⁷

Impacts to archaeological, historical, and paleontological resources are anticipated to occur as cumulative development and buildout of the existing SWIP Specific Plan and *General Plan* continue. The majority of the City has been previously disturbed by human activity, and the entirety of the proposed SWIP Specific Plan Update area has either been developed or disturbed by former agricultural activities.

The proposed SWIP Specific Plan Update and Annexation Project is not expected to result in cumulatively considerable impacts on cultural (i.e., historical, archaeological, and paleontological) resources. Although both the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians have submitted responses in regards to archaeological concerns related to the project, this Program EIR incorporates mitigation (at the suggestion of both tribes) to minimize the potential for impacts to Native American resources to less than significant levels.

While future development within project site boundaries would likely involve subsurface grading that could uncover cultural resources, it is expected that existing Federal, State and local laws protecting archaeological resources and paleontological resources would be adhered to and that appropriate studies would be conducted and mitigation implemented to ensure that significant resources, if encountered, would be preserved through archival in an appropriate repository or by other measures as deemed appropriate. Identified cumulative development would be subject to similar requirements in regards to investigation, discovery, and mitigation to ensure that impacts to cultural resources are minimized. The project would not result in cumulatively considerable effects given the lack of known cultural resources within project boundaries and the localized nature of any potential impacts. Accordingly, the proposed project would not make a cumulatively considerable contribution to potential cumulative impacts to historic, archaeological and paleontological resources.

4.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the above mitigation measures would reduce potential impacts to cultural resources to a level of less than significant.

⁷ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



Hazards and Hazardous Materials

Section 4.5

4.5.1 INTRODUCTION

The purpose of this section is to address potential impacts related to the physical condition of the proposed Specific Plan Update area due to past or potential future development within the boundaries of the project site. The analysis includes a review of existing on-site land uses and their associated activities. Mitigation measures are recommended to avoid or minimize impacts, as appropriate. A review of Federal, State and local agency databases of reported (suspected and/or known) hazardous materials and contaminated sites within the proposed project site is presented, along with information based on the *City of Fontana Southwest Industrial Park Specific Plan Hazardous Materials Technical Memorandum* (October 2008), *City of Fontana General Plan* (October 2003), and the *City of Fontana General Plan EIR* (August 2003). Potential safety issues associated with the use, storage, emission, disposal, and transport of hazardous waste within and in the immediate vicinity of the project site are discussed.

4.5.2 EXISTING REGULATORY SETTING

FEDERAL

Resource Conservation and Recovery Act (RCRA)

According to the U.S. Environmental Protection Agency (EPA), a “hazardous” waste is defined as one “which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed” (*U.S. Public Health and Welfare Code* Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the Federal and State levels. Compliance with Federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

The Federal hazardous waste laws are generally contained in the Resource Conservation and Recovery Act (RCRA). These laws provide the “cradle to grave” regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. The primary responsibility for implementing RCRA is assigned to the EPA, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.



STATE OF CALIFORNIA

Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to the California Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and so regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." Unified Program was created in 1993 by Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan [SPCC]);
- Underground Storage Tanks (USTs);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

The CUPA with jurisdiction over the City of Fontana (City) is the San Bernardino County (County) Department of Health Services (DHS). Permits for USTs in the City are filed with the County Department of Public Works, Waste Management Division.

Accidental Release Prevention Law

The State's Accidental Release Prevention Law provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities.



Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Risk Management Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by *California Code of Regulations* (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through a State mandated Emergency Response Plan.

Due to the significant short-term risks to public health and the environment associated with hazardous waste management during transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

REGIONAL

San Bernardino County Fire Hazardous Materials CUPA

The Hazardous Materials Division of the San Bernardino County Fire Department is designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency or "CUPA" for the County of San Bernardino in order to focus the management of specific environmental programs at the local government level. The CUPA is charged with the responsibility of conducting compliance inspections for over 7,000 regulated facilities in San Bernardino County. These facilities handle hazardous material, generate or treat a hazardous waste and/or operate an underground storage tank. The CUPA provides a comprehensive



environmental management approach to resolve environmental issues. This balanced approach utilizes education and effective enforcement procedures to minimize the potential risk to human health and the environment and establish an atmosphere to promote fair business practices.

As a CUPA, San Bernardino County Fire Department manages six hazardous material and hazardous waste programs. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout the County (with the exception of the City of Victorville). This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs. The six programs are:

- Hazardous Materials Release Response Plans and Inventory (Business Plan)
- California Accidental Release Program (CalARP)
- Underground Storage Tanks (UST)
- Aboveground Petroleum Storage Act (APSA)/Spill Prevention, Control, and Countermeasure Plan (SPCC Plan)
- Hazardous Waste Generation and Onsite Treatment
- Hazardous Materials Management Plans and Inventory Statements under Uniform Fire Code Article 80

San Bernardino County Household Hazardous and E-Waste Program

The San Bernardino County Fire Department has established the Household Hazardous and E-Waste (electronic waste) Roundup Program. The Household Hazardous Waste Collection Program provides San Bernardino County residents a legal and cost-free way to dispose of unwanted household chemicals and electronics that cannot be disposed of in the regular trash, such as oils, paints, pesticides, batteries, computer monitors, television, and stereos.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. Refer to Section 4.2, *Air Quality*, of this Program EIR for further discussion regarding toxic air emissions.

LOCAL

City of Fontana General Plan

The purpose of the *City of Fontana General Plan (General Plan) Safety Element* is to improve the safety of the community, and in the process make it more sustainable and prosperous. The



Safety Element addresses “a variety of natural and man-made hazards and provides goals and policies aimed at reducing the risk associated with these hazards.” Table 4.5-1, *Safety Element Consistency Analysis*, denotes the goals and policies that are relevant to the proposed project:

**Table 4.5-1
Safety Element Consistency Analysis**

Goal/Policy	Project Consistency
Goal 5 – The potential for hazardous contamination is reduced in our City.	
Policy 5.1 – The City shall strive to reduce the potential for residents, workers, and visitors to Fontana to being exposed to hazardous materials and wastes.	Consistent. Future development associated with the proposed project would comply with Federal, State, and local requirements related to the use, storage, and handling of hazardous materials. In addition, the Specific Plan Update includes land use and design requirements intended to minimize potential conflicts when industrial/commercial uses occur adjacent to sensitive receptors. The project would be consistent with this policy.

City of Fontana Municipal Code

The *City of Fontana Municipal Code (Municipal Code)* contains ordinances governing the use and disposal of hazardous waste and hazardous materials in the City. These ordinances are contained in Chapter 9 (*Environmental Protection and Resource Extraction*), Article III-Division 6 (*Industrial Waste*), Chapter 24 (*Solid Waste and Recycling*), and Article II-Division 7 (*Waste Discharge Permit*) of the *Municipal Code*.

4.5.3 EXISTING ENVIRONMENTAL SETTING

The approximately 3,111-acre SWIP Specific Plan Update and Annexation site is located within the southwestern portion of the City, along Interstate 10 (I-10), east of Interstate 15 (I-15), and north of State Route 60 (SR-60). The project site has been fully disturbed by industrial, commercial, residential, and agricultural uses. Numerous parcels throughout the project site are vacant/undeveloped, but have been disturbed as part of former agricultural operations. Common hazardous materials associated with onsite industrial and maintenance operations may include, oil and grease, solvents utilized for cleaning, waste oil, and gasoline, among others. The past and present industrial land uses are considered to support potentially contaminated sites within the proposed project.

HAZARDOUS MATERIALS

The term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a Federal, State, or local regulatory agency or if it has characteristics defined as hazardous by such an agency. A “hazardous waste” is a “solid waste” that exhibits toxic or hazardous characteristics. The EPA has defined the term “solid waste” to include many types of discarded materials including any gaseous, liquid, semi-liquid, or solid material, which is discarded or has



served its intended purpose, unless the material is specifically excluded from regulation. Such materials are considered waste whether they are discarded, reused, recycled, or reclaimed. The EPA classifies a material as hazardous if it has one or more of the following characteristics at specific thresholds: ignitability, corrosivity, reactivity, and/or toxicity.

Risk Associated with the Use of Hazardous Materials

HAZARD VS. RISK

Worker and public health are potentially at risk whenever hazardous substances are present or will be used. It is important to differentiate between the “hazard” of these substances and the acceptability of the “risk” they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to human health and the environment is determined by the probability of exposure to the hazardous substance and the severity of harm such exposure would pose. The likelihood and means of exposure, in addition to the inherent toxicity of a substance, determine the degree of risk to human health. When the risk of an activity is judged acceptable by society in relation to perceived benefits, the activity is judged to be safe.

MEANS OF EXPOSURE

Exposure to hazardous substances could occur in the following manner: (1) improper handling or use of hazardous substances during the course of business, particularly by untrained personnel; (2) failure of storage containment systems; (3) environmentally unsound treatment/disposal methods; (4) transportation accidents; (5) fire, explosion or other emergencies; or, (6) permitted release of hazardous substances by regulatory agencies.

The following factors influence the health effects of exposure to hazardous substances: the dose to which the person is exposed; the frequency of exposure; the duration of exposure; the exposure pathway (route by which a chemical enters a person’s body); and the individual’s unique biological susceptibility.

The means of exposure as outlined above would determine the way in which hazardous materials are absorbed into the body and, therefore, the bodily organs or systems affected. The major ways in which toxic substances may enter and be absorbed by the body are through the mouth (ingestion), the skin (penetration), or the lungs (inhalation). How a hazardous substance gets into the body and what damage it causes depends on the form or physical properties of the substance (i.e., liquid, solid, gas, dust, fibers, fumes or mist). A chemical may be toxic by one route and not another.

Health effects from exposure to toxic substances may be acute or chronic. Acute effects, usually resulting from a single exposure to a hazardous substance, may include damage to organs and systems in the body, and possibly death. Chronic effects, usually resulting from long-term exposure to a hazardous substance, may also include systemic and organ damage, as well as birth defects, genetic damage, and cancer.



Hazardous Materials Records Search

As part of the *City of Fontana Southwest Industrial Park Specific Plan Hazardous Materials Technical Memorandum (SWIP Hazardous Materials Technical Memorandum)* prepared for the proposed project, a review of both regulatory agency listings and historical use information was performed. This records review as performed in order to identify listed hazardous sites. For regulatory agency listings, the *SWIP Hazardous Materials Technical Memorandum* reviewed both Federal listings under the EPA and State of California listings.

REGULATORY AGENCY LISTINGS

The results of the hazardous materials records search performed as part of the *SWIP Hazardous Materials Technical Memorandum* identified 1,345 regulatory sites reported within the boundaries of the project site; refer to Table 4.5-2, *Hazardous Materials Records Search Results*. It should be noted that individual properties may have been listed in more than one regulatory database. Multiple on-site properties have reported the presence of underground storage tanks (USTs), aboveground storage tanks (ASTs), hazardous spills, and multiple clandestine drug lab locations.

**Table 4.5-2
Hazardous Materials Records Search Results**

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
FEDERAL AGENCY DATABASES			
United States Environmental Protection Agency (US EPA)	Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)	The CERCLIS database contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.	1
US EPA	CERCLIS – No Further Remedial Action Planned (NFRAP)	The CERCLIS-NFRAP database includes archived sites (that have been removed and archived from the inventory of CERCLIS sites). Archived status indicates that, to the best of the EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the NPL, unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.	4



Table 4.5-2 (continued)
Hazardous Materials Records Search Results

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
US EPA	Corrective Action Report (CORRACTS)	The CORRACTS database is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.	1
US EPA	Resource Conservation and Recovery Act (RCRA) – Large Quantity Generator (LQG)	<u>RCRA-LQG</u> : RCRA Info is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. LQG's generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.	5
US EPA	RCRA – Small Quantity Generator (SQG)	<u>RCRA-SQG</u> : RCRA Info is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. SQG's generate between 100 kg and 1,000 kg of hazardous waste per month.	71
US EPA	RCRA – Non Generators	<u>RCRA-NonGen</u> : RCRA Info is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Non Generators do not presently generate hazardous waste.	20
US EPA	The Emergency Response Notification System (ERNS)	<u>ERNS</u> : The ERNS records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.	12
US EPA	The Hazardous Materials Incident Report System (HMIRS)	The HMIRS database contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.	119
US Department of Justice (DOJ)	U.S. Clandestine Drug Lab (US CDL)	The US CDL database provides a listing of clandestine drug lab locations. The DOJ provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the DOJ, and the DOJ has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.	1



Table 4.5-2 (continued)
Hazardous Materials Records Search Results

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
DOJ	CERCLA Consent Decrees (CONSENT)	Major Legal settlements that establish responsibility and standards for cleanup at NPL (superfund) sites. Released periodically by U.S. District Courts after settlement by parties to litigation matters.	1
US EPA	Toxic Chemical Release Inventory System (TRIS)	The TRIS database identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313.	7
US EPA	Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) / Toxic Substances Control Act (TSCA) Tracking System (FTTS)	The FTTS database tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA, and the Emergency Planning and Community Right-to-Know Act (EPCRA) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.	3
US EPA	FIFRA/TSCA Tracking System Administrative Case Listing (HIST FTTS)	A complete administrative case listing from the FTTS for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of Federal Insecticide, FIFRA, and TSCA. Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.	3
US Department of Justice	Section 7 Tracking Systems (SSTS)	Section 7 of the FIFRA, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1 st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.	3
US EPA	Integrated Compliance Information System (ICIS)	The ICIS database supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.	21
US EPA	Polychlorinated Biphenyls (PCB) Activity Database (PADS)	The PADS database identifies generators, transporters, commercial storers, and/or brokers and disposers of PCBs who are required to notify the EPA of such activities. The source of this database is the U.S. EPA.	3
US EPA	Facility Index System (FINDS)	The FINDS database contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; Enforcement Docket used to manage and track information (DOCKET) on civil judicial enforcement cases for all environmental statutes; Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS);	108



Table 4.5-2 (continued)
Hazardous Materials Records Search Results

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
		Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.	
STATE AND LOCAL RECORDS			
Department of Toxic Substances Control (DTSC)	Calsites Database (HIST Cal-Sites)	Formerly known as ASPIS, this database contains both known and potential hazardous substances sites. The source is the DTSC; however, this database is no longer updated by the state agency. It has been replaced by the DTSC's ENVIROSTOR database.	2
Department of Health Services	Bond Expenditure Plan (CA BOND EXP. PLAN)	Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act.	1
SWRCB	Waste Management Unit Database System (WMUDS/SWAT)	The WMUDS/ SWAT database is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.	2
SWRCB	Waste Discharge System. (CA WDS)	The WDS database includes sites that have been issued waste discharge requirements.	75
California EPA (Cal EPA / California Office of Emergency Services (OES)	"Cortese" Hazardous Waste & Substances Sites List (Cortese)	The sites for the list are designated by the SWRCB (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.	15
SWRCB	Recycler Database (SWRCY)	The SWRCY database is a listing of recycling facilities in California.	2
SWRCB	Leaking Underground Storage Tank Incident Reports (LUST)	Geotracker's Leaking Underground Fuel Tank Report (LUST database) records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.	19
SWRCB	Facility Inventory Database (CA FID UST)	The CA FID UST database contains active and inactive underground storage tank (UST) locations. The source is the SWRCB.	50
SWRCB	Statewide Spills, Leaks, Investigations, and Cleanup Cases (SLIC)	The SLIC program is designed to protect and restore water quality from spills, leaks, and similar discharges.	1
SWRCB	Active UST Facilities (UST)	The UST database contains registered USTs. USTs are regulated under Subtitle 1 of RCRA. The data come from the SWRCB's Hazardous Substance Storage Container Database.	28



Table 4.5-2 (continued)
Hazardous Materials Records Search Results

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
SWRCB	Hazardous Substance Storage Container Database (HIST UST)	The HIST UST database is a historical listing of UST sites. Refer to local/county source for current data.	42
SWRCB	Aboveground Petroleum Storage Tank Facilities (AST)	The AST database contains registered ASTs. The data come from the SWRCB's Hazardous Substance Storage Container Database.	4
SWRCB	Statewide Environmental Evaluation and Planning System (SWEEPS UST)	This UST listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.	53
OES	California Hazardous Material Incident Report System (CHMIRS)	The CHMIRS database contains information on reported hazardous material incidents (i.e., accidental releases or spills).	36
DTSC	Deed Restriction Listing (DEED)	Site Mitigation and Brownfields Reuse Program (SMBRP) Facility Sites with Deed Restrictions & Hazardous Waste Management Program (HWMP) Facility Sites with Deed / Land Use Restriction. The SMBRP list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The HWMP has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.	1
DTSC	Clandestine Drug Labs (CDL)	A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.	6
San Bernardino County Fire Department (SBFD)	Hazardous Material Permits (SAN BERNARDINO CO. PERMIT)	This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers. This database is maintained by the San Bernardino County Fire Department Hazardous Materials Division.	252
DTSC	State Response Sites (RESPONSE)	Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.	2



Table 4.5-2 (continued)
Hazardous Materials Records Search Results

REGULATORY AGENCY	REGULATORY DATABASE	NAME & DESCRIPTION OF REGULATORY DATABASE	NUMBER OF REGULATORY PROPERTIES WITH THE CITY BOUNDARY ¹
DTSC	Facility and Manifest Data (HAZNET)	The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 to 1,000,000 annually, representing approximately 350,000 to 500,000 shipments. Data from non-California manifests and continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source for this data is the DTSC.	298
California Air Resources Board (ARB)	Emissions Inventory Data (EMI)	The EMI database maintains toxics and criteria pollutant emissions data that is collected by the ARB and local air pollution agencies.	58
Integrated Waste Management Board	Registered Waste Tire Haulers Listing (HAULERS)	The HAULERS database contains a listing of registered waste tire haulers.	9
DTSC	EnviroStor Database (ENVIROSTOR)	The DTSC's SMBRP's EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: NPL; State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.	6
Note: Individual properties may be listed in more than one regulatory database.			
Source: RBF Consulting, <i>City of Fontana Southwest Industrial Park Specific Plan Hazardous Materials Technical Memorandum</i> , October 2008.			

Other Potential Sources of Hazardous Materials

Asbestos Containing Materials. Asbestos is a strong, incombustible, and corrosion resistant material, which was used in many commercial products since prior to the 1940's and up until the early 1970's. If inhaled, asbestos fibers can result in serious health problems. Asbestos Containing Materials (ACMs) are building materials containing more than one percent (1%) asbestos (some state and regional regulators impose a one-tenth of one percent [0.10%] threshold). Many of the existing structures present within the proposed project site were built prior to 1978. Therefore, the potential for ACMs on-site is considered high.



Lead-Based Paints. Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some lead-based paint (LBP). The mere presence of lead in paint may not constitute a material to be considered hazardous. In fact, if in good condition (no flaking or peeling), most intact LBP is not considered to be a hazardous material. In poor condition, LBPs can create a potential health hazard for building occupants, especially children. Many of the existing structures present within the proposed project site were built prior to 1978. Therefore, the potential for LBPs to be found on-site is considered high.

Transportation-Related Hazardous Materials. The Union Pacific Railroad (UPRR) traverses the northern portion of the project site in a west/east direction and the central portion in a north/south direction. Active and inactive railroad beds frequently have concentrations of petroleum products and lead elevated above natural background conditions. Petroleum product concentrations and lead concentrations are derived from drippings from rail vehicles and flaked paint, respectively. Wooden railroad ties may contain preservatives (i.e., creosote), some of which may contain hazardous constituents. Railroad right-of-way areas may include hazardous materials such as metals, total petroleum hydrocarbons (TPH), related compounds (i.e., fuel-related volatile organic compounds) and persistent organochlorine pesticides (i.e., toxaphene, dieldrin, chlordane, and dichloro-diphenyl-trichloroethane [DDT]). Track switch locations often have elevated levels of petroleum hydrocarbons. Inorganic and organic herbicides, along with diesel fuel, may have been used for vegetation control.

In addition, I-10 trends across the northern portion of the project site in an east/west direction. Aerially deposited lead (ADL) may be encountered within state right-of-way soil. Until the mid-1980s, gasoline and other fuels contained lead, a toxic metal. As each car or truck traveled highways and roads, tiny particles of lead were released in the exhaust and settled on the soils next to the road. Most of the time, lead tends not to move very far or fast in the environment. Caltrans has sampled sediment adjacent to traffic lanes in major metropolitan areas and determined that lead from leaded gasoline emissions is present within these areas. Elevated lead levels have been found to be highest at the surface (zero to six inches) and decreases with depth. Levels are usually highest immediately adjacent to the traveled way and decreases with distance from the road.

HAZARDOUS MATERIALS RESPONSE TEAM

In July 2005, the San Bernardino County Board of Supervisors initiated the reorganization of its fire operations. In 2008, the Fontana Fire Protection District became a subsidiary district of City of Fontana. The Fire District now serves Fontana's corporate limits and the County areas within the City's Sphere of Influence. The San Bernardino County Fire Department, including its Hazardous Materials Response Team, is now a contract agency to the City of Fontana.

The County Office of Emergency Services (OES) is a Division of the San Bernardino County Fire Department and continues to respond to emergencies in the City pursuant to its contract. County OES is responsible for disaster planning and emergency management coordination throughout the San Bernardino County Operational Area (OA) by functioning as the Lead



Agency for the OA. County OES serves a County population of over 1.8 million and over 20,100 square miles. While County OES does not directly manage field operations, as does Incident Command Post (ICP), it ensures coordination of disaster response and recovery efforts through day-to-day program management and during a disaster/emergency.

In the event of a disaster or an incident requiring coordination, responders report to the San Bernardino County OA Emergency Operations Center (EOC). There are roughly 100 responders that have been trained to perform specific functions designated under the Standardized Emergency Management System (SEMS) to coordinate emergency disasters. According to the City's *Municipal Code*, the City adopted the State of California's SEMS to manage emergency response and recovery activities.

As stated above, the Hazardous Materials Division of the San Bernardino County Fire Department is designated by the State as the CUPA for the County. The purpose of the Hazardous Materials Division is to protect the health and safety of the public and the environment of the County by assuring that hazardous materials are properly handled and stored. The Division accomplishes this through inspection, emergency response, site remediation, and hazardous waste management services. The CUPA is responsible for conducting compliance inspections for over 7,000 facilities in San Bernardino County. These facilities generate or treat hazardous waste, operate an underground storage tank, and/or handle hazardous material.

In 1984, a regional Hazardous Materials Emergency Response Team was formed in the County. The program was started through a joint effort of the San Bernardino County Fire Chiefs Association, the San Bernardino County Department of Environmental Health Services (DEHS), and the County Communications Center. The agreement called for vehicles, equipment, and training to be provided by DEHS and/or State grants while the participating fire jurisdictions would make in-kind contributions of personnel. Currently, the Hazardous Materials Emergency Response Team includes over 100 personnel that are trained to the State Fire Marshal approved Hazardous Material Specialist level.

Pursuant to California law, the County implements its *Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP)* to reduce risks from natural and other hazards, and to guide decision-makers as they commit resources to reducing the effects of natural and other hazards. The *LHMP* analyzes the risks for an expansive set of hazards, including wildland fire, flooding, earthquakes, extreme weather, landslides, hazardous materials incidences, toxic pollution, among others, and outlines the plans and programs to mitigate potential impacts. The intent of the *LHMP* is to designate key roles and tasks in order that the management of emergency operations would be more efficient. The *LHMP* establishes the various roles in times of crisis of government agencies and promotes disaster prevention programs by way of planning, zoning, and mitigation. The City participates in the *LHMP*.

CHEMICAL INFORMATION

As part of the Fontana Fire Protection District's effort to prevent, prepare for, and respond to emergencies of all types, the Emergency Response program gathers and distributes facility



inventory and information describing the properties and hazards of chemicals. The following sources of facility information are used for emergency response and planning:

- California Accidental Release Prevention (CalARP) Program. In addition to developing accident prevention programs at specific facilities, this CUPA program generates accident scenarios and other information that can be useful in planning for releases of hazardous materials.
- Business Emergency/Contingency Plan. This CUPA program is designed to gather information regarding the hazardous materials stored at a facility for purposes of planning and preparing for emergencies at fixed facilities in the County.

4.5.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the *CEQA Guidelines* contains the *Initial Study Environmental Checklist Form*. The *Checklist Form* includes questions relating to hazards and hazardous materials, which have been utilized as thresholds of significance in this Section. Accordingly, a significant environmental impact would occur if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area; refer to Section 8.0, *Effects Found Not to be Significant*.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area; refer to Section 8.0, *Effects Found Not to be Significant*.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; refer to Section 8.0, *Effects Found Not to be Significant*.



Based on these significance thresholds and criteria, the project's effects have been categorized as either "effects found not to be significant" or "potentially significant impact." Feasible mitigation measures, which could avoid or minimize potentially significant impacts are identified. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a "significant unavoidable impact."

4.5.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

The proposed project would require an amendment to the City's *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the programmatic analysis and mitigation provided in the *City of Fontana General Plan EIR* (*General Plan EIR*) is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis* of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize hazards/hazardous materials impacts and associated costs through the following Project Design Features:

1. The project has been sited in areas where existing *General Plan* and *City of Fontana Zoning and Development Code* emphasize industrial uses, similar to those proposed by the Specific Plan Update.
2. Where sensitive receptors (single-family residential uses, schools, etc.) exist adjacent to proposed industrial or commercial development, the Specific Plan Update includes extensive design requirements intended to minimize the potential for impacts; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.



ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

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

Impact 4.5-1

*Future development within the Specific Plan Update area would not create a significant hazard to the public and the environment through the routine transport, use, or disposal of hazardous materials. **Determination: Less Than Significant With Mitigation Incorporated.***

The range of land uses allowable under the Specific Plan Update would include industrial, commercial, residential, and public facilities (high school). While residential and public facilities uses within the project site are not expected to introduce any unusual hazardous materials, future industrial and commercial uses could require the routine transport, use, storage, and/or disposal of products that could be considered “hazardous materials” under regulatory definitions.

Sensitive land uses are present both within and surrounding the proposed project site. The types and quantities of hazardous materials utilized by the future commercial uses would vary, according to the nature of the site-specific proposal. Such substances could range from common automobile oil, chlorine, dry-cleaning solutions, ammonia, or other substances used in commercial operations. The secondary activities that would occur with residential and commercial uses (e.g., building and landscape maintenance) would also involve the use of hazardous materials. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would be utilized by future uses. Future industrial development in the Specific Plan Update area could routinely transport, use, store, and/or dispose of hazardous materials in larger quantities that are typically utilized for manufacturing, processing, and distribution operations.

The types and quantities of hazardous substances utilized by the various types of potential future development within the project site would vary and, as a result, the nature of potential hazards would vary. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. Therefore, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety hazard to the public cannot be determined at this time. However, it can be generally concluded that future development in the Specific Plan Update area could result in an increase in impacts related to the transport, use, and disposal of hazardous substances.



All future development would be subject to compliance with existing regulations, standards, and guidelines established by the EPA, State, County, and City related to the storage, use, and disposal of hazardous materials. Compliance with the City's *Emergency Operations Plan* would also be required. Both the Federal and State governments require any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would be required to submit their plans to the CUPA, which would make the plans available to emergency response personnel. The Risk Management Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Future development within the Specific Plan Update area could result in an increase in the number of person exposed to potential impacts related to hazardous materials. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Following compliance with the established regulatory framework and the mitigation measures outlined below, project implementation would result in a less than significant impact involving the potential for creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.5-1a The City shall require that new proposed facilities involved in the production, use, storage, transport or disposal of hazardous materials be located a safe distance from land uses that may be adversely impacted by such activities. Conversely, new sensitive facilities, such as schools, child-care centers, and senior enters, shall not to be located near existing sites that use, store, or generate hazardous materials. [GPEIR MM HM-1]
- 4.5-1b The City shall assure the continued response and capability of the San Bernardino County Fire Department/Fontana Fire Protection District to handle hazardous materials incidents in the City and along the sections of freeways that extend across the City. [GPEIR MM HM-2]



- 4.5-1c The City shall require all businesses that handle hazardous materials above the reportable quantity to submit an inventory of the hazardous materials that they manage to the San Bernardino County Fire Department – Hazardous Materials Division in coordination with the Fontana Fire Protection District. [GPEIR MM HM-4]
- 4.5-1d The City shall identify roadways along which hazardous materials are routinely transported. If essential facilities, such as schools, hospitals, child care centers or other facilities with special evacuation needs are located along these routes, identify emergency response plans that these facilities can implement in the event of an unauthorized release of hazardous materials in their area. [GPEIR MM HM-5]

CONSTRUCTION-RELATED ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

Threshold: *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?*

Impact 4.5-2

*Short-term construction activities within the Specific Plan Update area would not create a significant hazard to the public or environment through accidental conditions involving the release of hazardous materials. **Determination: Less Than Significant With Mitigation Incorporated.***

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction activities associated with future development within project site boundaries could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. Hazardous material issues may exist relating to industrial/commercial sites, agricultural areas, and structures containing hazardous building materials such as ACM or LBP. In addition, the disturbance of soils and demolition of structures could expose construction workers or employees to health or safety risks in the event contaminated structures and/or soils are encountered during construction. In addition, the UPRR and I-10, which both serve as major rail/highway transportation corridors through the project site, also result in the potential for the accidental release of hazardous materials.



Demolition. Specific development projects have not been identified under the Specific Plan Update. However, it is assumed that existing buildings would be demolished as new facilities are constructed in various areas of the site. Given the age of some of the existing buildings on-site, it is likely that these buildings could contain LBP, ACM, and/or other contaminants. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). This potential impact is considered potentially significant. Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACMs or LBPs must be conducted according to Federal and State standards. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Compliance with the recommended mitigation regarding the requirement for an asbestos survey and asbestos abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

Soil and Groundwater Contamination in Known or Unknown Contaminated Sites. Grading and excavation for future development within the project site could expose construction workers and the public to unidentified hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Future development occurring in the vicinity of I-10 or the UPRR may encounter contaminants such as lead, TPH, related compounds (i.e., fuel-related volatile organic compounds) and persistent organochlorine pesticides (i.e., toxaphene, dieldrin, chlordane, and DDT). Exposure to hazardous substances is considered potentially significant. Additionally, the potential exists for unidentified USTs to be present on a future development site. Removal activities could pose risks to workers and the public.

The removal and/or remediation of soil and groundwater contamination is governed by a range of Federal, State, and local standards. Impacts related to the removal of any USTs on-site would be minimized by managing the tank according to existing County DHS standards. Potential impacts to groundwater would be dependant on the type of contaminant, the amount released, and depth to groundwater at the time of the release.

In addition, short-term construction/remediation processes may involve substantial amounts of excavation and grading, potentially creating water quality impacts due to off-site runoff (where the runoff may contain contaminated soils). If groundwater contamination is identified, remediation activities would be required by the Regional Water Quality Control Board (RWQCB), prior to the commencement of construction activities. Standard short-term erosion control measures and applicable Best Management Practices (BMP's) would be implemented to ensure that runoff is properly contained on-site and that impacts in this regard are reduced to less than significant levels. In addition, any potential future development associated with the proposed project would be in compliance with Fontana Fire Protection District, County of San Bernardino, and RWQCB-approved dewatering requirements for excavation and earth moving activities, given known shallow groundwater conditions in the project area. Specific measures and regulations (e.g., requirements for proper disposal and/or treatment of contaminated soils or



groundwater) for the dewatering process would be observed, as on-site grading and excavation may involve contaminated soils.

Remediation would occur prior to future development on or adjacent to affected portions of the project site. Potential future development will require appropriate discretionary review, including evaluation of site-specific conditions and, if deemed necessary, will incorporate a Remedial Action Plan (RAP) to ensure proper site cleanup prior to potential future project implementation. The lead/enforcement agency for any remedial activities would be determined as future development applications are received, depending on the nature and extent of contamination at the development site.

Remediation activities could expose workers, residents and potential future project occupants to a variety of potentially hazardous materials. Although remedial processes are yet to be determined, site remediation activities are strictly controlled by Federal, State, and local requirements, and the majority of identified contaminants are petroleum-based (which are not considered “toxic” or acutely hazardous). Toxic or hazardous materials will be handled in strict accordance with existing regulations. Therefore, compliance with the required mitigation measures and regulations/approvals as administered by the RWQCB, SCAQMD, and DTSC is expected to reduce potential impacts to less than significant levels. In addition, all remedial activities will be subject to a County-approved RAP, which must demonstrate compliance with applicable Federal and State regulations.

Mitigation Measures: Refer to Mitigation Measure 4.5-1b above and the following:

- 4.5-2a A Phase I Environmental Site Assessment shall be prepared in accordance with American Society of Testing and Materials Standards and Standards and Practices for All Appropriate Inquiries prior to issuance of a Grading Permit for future development within the project site. The Phase I Environmental Site Assessment shall investigate the potential for site contamination, and will identify Specific Recognized Environmental Conditions (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc) that may require remedial activities prior to land acquisition or construction.
- 4.5-2b Prior to potential remedial excavation and grading activities within the site (if remediation is required), impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project applicant shall comply with the following measures in accordance with Federal, State, and local requirements:



- Excavation and disposal at a permitted, off-site facility;
 - On-site remediation, if necessary; or
 - Other measures as deemed appropriate by the County.
- 4.5-2c Prior to the issuance of a grading or building permit, a Certified Environmental Professional shall confirm the presence or absence of ACMs and LBPs prior to structural demolition/renovation activities. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.
- 4.5-2d In the event any electrical transformers require relocation as a result of future development associated with the project, the relocation shall be conducted under the purview of the local electricity purveyor to identify property-handling procedures regarding potential polychlorinated biphenyls (PCBs).
- 4.5-2e Due to the railroad alignment within project boundaries, any construction in which the soil around the railroad is to be disturbed shall be conducted under the purview of the Fontana Fire Protection District to identify proper handling procedures. Once the soil around the railroad has been removed, a visual inspection of the areas beneath and around the removed area shall be performed. Any stained soils observed underneath the area shall be sampled. Results of the sampling (if necessary) shall indicate the level of remediation efforts that may be required (if necessary).
- 4.5-2f Areas of exposed soils within Caltrans right-of-way that would be disturbed during excavation/grading activities shall be sampled and tested for lead prior to ground disturbance activities on a project-by-project basis, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is above regulatory criteria).

LONG-TERM ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

Threshold: *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?*

Impact 4.5-3

*The proposed project would not create a significant hazard to the public or environment through accidental conditions involving the release of hazardous materials. **Determination: Less Than Significant With Mitigation Incorporated.***



The operations of future development associated with the proposed project could 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. This is particularly the case where industrial uses occur in proximity to residential uses and schools. The potential future increase in the amount of hazardous materials utilized as part of long-term operations cannot be predicted, since specific development projects are not identified. The analysis presented below examines the potential nature and magnitude of risks associated with the accidental release of hazardous materials often used during operations of typical commercial and industrial development projects.

Typical incidents that could result in accidental release of hazardous materials involve:

- Leaking storage tanks;
- Spills during transport;
- Inappropriate storage;
- Inappropriate use; and/or
- Natural disasters.

If not remediated immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, and toxic fumes. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Leaking Storage Tanks. Chemicals and wastes stored in aboveground or underground storage tanks would follow guidelines mandated by the Federal and State agencies. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal and State standards. Applicable existing standards include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, Cal/OSHA operational requirements, California Health and Safety Code Section 25270.7, and Fontana Fire Protection District regulations regarding the installation and operation of aboveground and underground tanks. These existing measures would minimize impacts to a less than significant level.

Off-Site Transport. Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The potential exists for licensed vendors to transport hazardous materials to and from new commercial or industrial sites within the Specific Plan Update area. Accidental releases would most likely occur in the commercial and industrial areas and along transport routes leading to and from these areas. The Specific Plan Update's street setback requirements would minimize the direct damage that may occur from transportation-related hazardous waste spills. Additionally, the United States Department of Transportation (USDOT)



Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the *CCR*. Appropriate documentation would be provided for all hazardous waste that is transported in connection with specific project-site activities, as required by existing hazardous materials regulations.

Future developments would be subject to compliance with all applicable Federal, State, and local laws (including Title 49 of the *Code of Federal Regulations*) and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Compliance with these regulations would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant impact would occur in this regard.

Storage and Handling. Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. *California Building Code* (CBC) requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable Federal and State laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective clean-up, if an accidental release occurs, thereby ensuring that a less than significant impact would occur. As stated above, existing standards applying to the installation and operation of aboveground and underground storage tanks include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, Cal/OSHA operational requirements, California Health and Safety Code Section 25270.7, and Fontana Fire Protection District regulations.

Hazardous materials use would present a slightly greater risk of accident than hazardous materials storage. However, for those employees who would work with hazardous materials, the amount of hazardous materials that are handled at any one time are generally relatively small, reducing the potential consequences of an accident during handling. The Fontana Fire Protection District would respond to hazardous materials incidents. Major hazardous materials accidents associated with industrial and retail-commercial uses are infrequent and additional emergency response capabilities are not anticipated to be necessary to respond to the potential incremental increase in the number of incidents that could result from future development associated with the project. In addition, the CUPA would require that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Risk Management Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.



In summary, compliance with the established regulatory framework recommended mitigation measures would ensure that these potential impacts are less than significant by requiring compliance with applicable laws and regulations that would reduce the risk of hazardous materials use, transportation, and handling through the implementation of established safety practices, procedures, and reporting requirements.

Mitigation Measures: Refer to Mitigation Measures 4.5-1a to 4.5-1d.

HAZARDOUS MATERIALS IN PROXIMITY TO A SCHOOL

Threshold: *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?*

Impact 4.5-4

*Future development within the Specific Plan Update area would not result in significant impacts upon an existing or proposed school within one-quarter mile of the project site. **Determination: Less Than Significant With Mitigation Incorporated.***

There are a total of four existing schools either inside or within one-quarter mile of the Specific Plan Update boundaries. These schools consist of:

- Chaparral Elementary at 14000 Shadow Drive, Fontana (approximately one-quarter mile south of the project site);
- Shadow Hills Elementary at 14300 Shadow Drive, Fontana (approximately one-quarter mile south of the project site);
- Jurupa Hills High School at 10700 Oleander Avenue, Fontana (adjacent to the site to the east); and
- Henry J. Kaiser High School at 11155 Almond Avenue, Fontana (within the project site boundary).

As discussed previously, hazardous materials could be used in the construction and operation of new industrial/commercial development within the project site, including the use of standard construction materials (e.g., paints, solvents, and fuels), cleaning and other maintenance products (used in the maintenance of buildings, pumps, pipes, and equipment), diesel and other fuels (used in construction and maintenance equipment and vehicles), and the limited application of pesticides associated with landscaping. Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, all businesses that handle or have on-site transportation of hazardous materials would be required to comply with the provisions of the San Bernardino County Fire Department, Fontana Fire Protection District, the City of Fontana Municipal Code, and additional regulatory requirements. As described previously, both the Federal and State governments require all businesses that handle more than a specified amount of hazardous materials to submit a Risk Management Plan to the CUPA. The routine



transport, use, and disposal of these materials would be subject to a wide range of laws and regulations intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations and recommended mitigation measures would minimize the risks to schools associated with the exposure to hazardous materials. Moreover, with the exception of the PF and RTD Districts, all of the districts include development standards, landscape standards, parking and loading standards, and design guidelines aimed to buffer sensitive uses (including schools) from proposed development. These standards and guidelines include: landscaping surrounding parking and loading areas; landscape buffer setbacks along public rights-of-way including berms and/or low walls; and orienting buildings to achieve minimal impacts to adjacent sensitive receptors. This impact would be less than significant with mitigation incorporated.

Mitigation Measures: Refer to Mitigation Measures 4.5-1a to 4.5-1d.

HAZARDOUS MATERIAL SITES

Threshold: *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?*

Impact 4.5-5

*Although future development may affect a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, impacts would be less than significant upon compliance with existing Federal, State, and local requirements and recommended mitigation measures. **Determination: Less Than Significant With Mitigation Incorporated.***

As listed above, there are various hazardous material sites recorded within Federal, State, and local records databases. Potential hazards to construction workers and the public may occur as a result of construction activities on existing sites that could be contaminated. Future development of any of these documented hazardous materials sites would require prior remediation and cleanup under the supervision of the DTSC in order to meet Federal, State, and local standards. Since the proposed project does not include any specific development projects, future development would be evaluated on a project-by-project basis (e.g., through preparation of a Phase I Environmental Site Assessment to document the presence and extent of hazardous materials contamination) to determine if such sites are listed on a current regulatory hazardous materials site list. The recommended mitigation measures would reduce potential impacts in this regard to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures 4.5-2a to 4.5-2f.



EMERGENCY EVACUATION PLAN

Threshold: *Would the project interfere with an adopted emergency response plan or evacuation plan?*

Impact 4.5-6

*Future development within the Specific Plan Update area would not interfere with an adopted emergency response plan or evacuation plan. **Determination: Less Than Significant With Mitigation Incorporated.***

The City's *Emergency Operations Plan* anticipates that all major streets within the Added Area would serve as evacuation routes. Construction activities associated with future development could temporarily impact street traffic adjacent to the proposed sites during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections. With implementation of the recommended mitigation, which would ensure that temporary street closures would not affect emergency access in the vicinity of future developments, impacts would be less than significant in this regard. All future developments would be required to provide sufficient emergency access, as required by the Zoning Code. Additionally, the City's *Emergency Operations Plan* complies with and relies on the City's *Hazardous Materials Response Plan*. As such, future development within project boundaries would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur.

Mitigation Measures: Refer to Mitigation Measure 4.5-1d and the following:

- 4.5-6a Prior to the issuance of grading permits, future developers shall prepare a Traffic Control Plan for implementation during the construction phase. The Plan may include the following provisions, among others:
- At least one unobstructed lane shall be maintained in both directions on surrounding roadways.
 - At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions.
 - If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes.



- 4.5-6b Prior to construction, the City of Fontana Engineering Department shall consult with the City of Fontana Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.

4.5.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.¹

Impacts related to hazards and hazardous materials are anticipated to occur as buildout of the proposed project and identified cumulative development continues. The majority of the City is currently has been developed, and the potential exists for hazards to human health (primarily due to the possibility for disturbance of hazardous material at contaminated sites, or as part of the routine use of hazardous materials as part of commercial/industrial operations).

¹ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



The proposed SWIP Specific Plan Update and Annexation Project is not expected to result in cumulatively considerable impacts in relation to hazards and hazardous materials. Based on the analysis provided above, existing Federal, State, and local requirements in addition to mitigation measures provided within this Program EIR would minimize site-specific impacts to less than significant levels.

Overall, the identified cumulative development within the site vicinity would be evaluated for their respective public health and safety impacts on a project-by-project basis. It is expected that existing regulatory requirements relating to hazardous materials would be adhered to and that appropriate testing and remediation would be implemented to minimize impacts at each specific development site. This would ensure that future development would not result in a cumulatively considerable contribution relating to hazards and hazardous materials, and the impact would therefore be less than significant.

4.5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts related to hazards and hazardous materials have been identified following implementation of the recommended mitigation measures and compliance with the Federal, State, and local regulatory requirements.



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Land Use and Planning

Section 4.6

4.6.1 INTRODUCTION

This section of the Program EIR describes existing land uses within and surrounding the proposed project site. It evaluates the potential for land use impacts associated with the proposed action and future implementation of projects associated with the Specific Plan Update. This section addresses the conformance of the proposed project with the *City of Fontana General Plan* and the *City of Fontana Zoning and Development Code* and other relevant planning policies that guide land use decisions.

Data used in the preparation of this section were obtained from the *City of Fontana General Plan* (October 2003), the *City of Fontana General Plan EIR* (August 2003), the Southwest Industrial Park Draft Specific Plan Update (2010), and the *City of Fontana Zoning and Development Code* (Chapter 30 of the *City of Fontana Municipal Code*), as well as data provided by various internet sources.

4.6.2 EXISTING REGULATORY SETTING

CEQA requires an EIR to determine if a proposed project will conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that is adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is located within the City of Fontana (City). City plans and policies and state law relating to specific plans are discussed below.

STATE

California Government Code (Section 65450 et seq.)

The State of California utilizes Section 65450 of the *California Government Code* to regulate the implementation of specific plans. A specific plan is a tool for the systematic implementation of a general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

Section 65451 of the *California Government Code* sets forth a range of requirements that any specific plan must address. The statutory requirements include:

- a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:



- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - 2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

The adoption of a specific plan is a legislative act similar to adoption of a general plan or zoning ordinance. However, unlike a general plan, which is required to be adopted by resolution, two options are available for the adoption of a specific plan: 1) adoption by resolution, which is designed to be policy driven; or 2) adoption by ordinance, which is regulatory by design.

REGIONAL

Southern California Association of Governments (SCAG)

SCAG REGIONAL COMPREHENSIVE PLAN AND GUIDE

Regional planning agencies such as SCAG recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Fontana and the County of San Bernardino.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and including 184 cities. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, the Federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program. SCAG is responsible for the development of demographic projections, and is also responsible for development of the integrated land use, housing, employment,



transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP). The following regional plans affect planning in the City.

COMPASS GROWTH VISIONING PROGRAM

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has brought together the goals and ideas of interdependent subregions, counties, cities, communities and neighborhoods. This process is called Southern California Compass, and the result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. Creating a shared regional vision is an effective way to begin addressing issues such as congestion and housing availability that may threaten the region's livability.

In the short-term, SCAG's growth visioning process has found common ground in a preferred vision for growth and has incorporated it into immediate housing allocation and transportation planning decisions. In the long-term, the Growth Vision is a framework that will help local jurisdictions address growth management cooperatively and will help coordinate regional land use and transportation planning. The result of this growth visioning effort is SCAG's Growth Vision Report (GVR).

The Growth Vision Report presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The Growth Vision Report concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future. Applicable SCAG policies are provided in Table 4.6-1, *SCAG Regional Growth Principles and Policies*.

Table 4.6-1
SCAG Regional Growth Principles and Policies

Principle/Policy	Consistency Finding
Principle 1: Improve mobility for all residents. Policy 1.1: <i>Encourage transportation investments and land use decisions that are mutually supportive.</i>	Consistent: As shown in <u>Section 4.9, <i>Traffic and Circulation</i></u> of this Program EIR, the proposed Specific Plan Update and Annexation Project would include numerous traffic improvements to support future development associated with the project. Moreover, development associated with the project would be consistent with the goals and policies of the <i>City of Fontana General Plan (General Plan)</i> . Thus, the project would be consistent with this policy.

Table 4.6-1 (continued)
SCAG Regional Growth Principles and Policies

Principle/Policy	Consistency Finding
Policy 1.2: <i>Locate new housing near existing jobs and new jobs near existing housing.</i>	Consistent: Although the project does not propose to implement any new housing, the Specific Plan Update would provide for a “residential trucking” land use district that is intended to allow for the continued occupation of single-family residences on-site. These residential uses support existing home-based heavy equipment operations on-site, and the proposed project is intended to support this continued operation. Thus, the project would be consistent with this policy.
Principle 2: Foster livability in all communities.	
Policy 2.1: Promote infill development and redevelopment to revitalize existing communities.	Consistent: The proposed SWIP Specific Plan Update and Annexation Project would promote infill development and redevelopment within the project area. One of the primary goals of the Specific Plan Update is to spur development that fosters economic development opportunities and coordinates land uses and transportation with infrastructure planning. The project would include a range of infrastructure and streetscape improvement that are intended to revitalize the Specific Plan Update area. Thus, the project would be consistent with this policy.
Policy 2.4 Support the preservation of stable, single-family neighborhoods.	Consistent: As stated above, although the project does not propose to implement any new housing, the Specific Plan Update would provide for a “residential trucking” land use district that is intended to allow for the continued occupation of single-family residences on-site. These residential uses support existing home-based heavy-equipment operations on-site, and the proposed project is intended to support this continued operation. Thus, the project would be consistent with this policy.
Principle 3: Enable prosperity for all people.	
Policy 3.2 Support educational opportunities that promote balanced growth.	Consistent: The Specific Plan Update area includes one school (Henry J. Kaiser High School) and occurs adjacent to a high school (Jurupa Hills High School). Although the project does not propose any modifications to these schools, the Specific Plan Update would support the development of infrastructure improvements (including roadway and streetscape) that would result in benefits for the entire project area. Thus, the project would be consistent with this policy.
Source: Southern California Association of Governments, <i>Southern California Compass Growth Vision Report</i> , June 2004.	

LOCAL

City of Fontana General Plan

The City’s *General Plan* is a long-range comprehensive plan that addresses the future development and conservation directions for the community. The *General Plan* is a policy document that guides all aspects of land use within the City. The current *General Plan* is the

product of a comprehensive update completed in October 2003 that was a major overhaul of the previous *General Plan*. The *General Plan* established land use policies for a 20-year planning horizon. The *General Plan Land Use Element* policies that are relevant to the proposed project are outlined in Table 4.6-2, *General Plan Land Use Element Consistency Analysis*.

**Table 4.6-2
General Plan Land Use Element Consistency Analysis**

General Plan Land Use Element Policy	Consistency Finding
Goal #1: Land Use in our community is balanced between residential, commercial, industrial, open space and recreational land uses that are developed to high standards of quality and provide diverse economic, social, and cultural opportunities for our citizens and those who wish to invest here.	
Policy 1.1: Development shall be consistent with our land use plan and contribute to the maintenance of an economic base that provides high quality jobs for those who choose to both live and work in Fontana.	Consistent: As stated above, one of the proposed project's primary goals is to spur development that fosters economic development opportunities and coordinates land uses and transportation with infrastructure planning, in addition to increasing and maintaining an increased daytime employment population within the City. Thus, the project would consistent with this policy.
Goal #2: Quality of life in our community is supported by development that avoids negative impacts on residents and businesses and is compatible with, and enhances, our natural and built environment.	
Policy 2.1: New development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions and storm water runoff, shall be located and designed so that quality of life and safety in existing neighborhoods are preserved.	Consistent: The Specific Plan Update includes development standards and design guidelines that are aimed at reducing impacts to existing neighborhoods that are located within and surrounding the project site. Setbacks, landscape and streetscape enhancements, buffers, edge design, and site design have all been incorporated to retain compatibility with surrounding neighborhoods. In addition, <u>Section 4.0, <i>Environmental Analysis</i></u> of this Program EIR includes a range of mitigation measures related to noise and traffic in order to minimize impacts to the greatest extent feasible. Thus, the project would be consistent with this policy.
Goal #3: Our community is developing in a unified, orderly, logical, environmentally sound manner, which ensures that the City is unified and accessible to all residents, and results in economically sound commercial areas, vibrant neighborhoods, and jobs rich centers.	
Policy 3.1: Areas adjacent to freeway and major arterial corridors shall be given special land use and development standards guidance.	Consistent: The proposed project is situated adjacent to the Interstate 10 (I-10) corridor and is considered a major hub for warehousing and distribution uses. The Specific Plan Update includes land use regulations and design guidelines intended to take advantage of the site's key location and improve connectivity to major regional transportation facilities. One of the primary goals of the project is to improve the visual and functional linkages between I-10, Slover Avenue, and the City of Fontana. Thus, the project would be consistent with this policy.

Table 4.6-2 (continued)
General Plan Land Use Element Consistency Analysis

General Plan Land Use Element Policy	Consistency Finding
Policy 3.2: Land uses within freeway and arterial corridors shall be arranged around focal points of varied sizes and configurations to convey a sense of distinctiveness.	Consistent: The Specific Plan Update area includes several important entry gateways and three activity nodes that can be enhanced to contribute towards an improved sense of arrival and a strong presence along primary roadways. The streetscape program provides a visual sense of identification of the corridor and the functional benefit of shaded pedestrian walkways. Seven primary entries into the SWIP Specific Plan area are identified for the incorporation of special treatment. These include the intersections of Etiwanda Avenue/Jurupa Avenue, Mulberry Avenue/Slover Avenue, Jurupa Avenue/Cherry Avenue, Jurupa Avenue/Beech Avenue, and Citrus Avenue/ Slover Avenue. Two more Gateway entries are located along I-10, and Citrus and Mulberry Avenues. These entryways include various improvements, as well as visual guides that contribute to the enhancement of these primary gateways. Thus, the project would be consistent with this policy.
Policy 3.3: Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.	Consistent: Local roads and freeways will receive infrastructure improvements under the SWIP Specific Plan Update. These infrastructure improvements will increase capacity at intersections/interchanges, which would benefit both new development and development in the surrounding areas as well. Thus, the project would be consistent with this policy.
Policy 3.4: Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.	Consistent: As stated above, local roads and freeways within the project area will receive infrastructure improvements under the SWIP Specific Plan Update. These improvements will ensure that physical connectivity to and from the project site is achieved. In addition, the Specific Plan Update includes a Circulation Plan, parking strategy, streetscape design, activity nodes, and street furniture and tree design concepts that will ensure that consistently high aesthetic values are achieved along all transportation corridors within the Specific Plan Update area.
Policy 3.5: Annexations shall be pursued that promote Community balance, quality development, and improvement of the City's economic base.	Consistent: As part of the project, all areas located within the Specific Plan Update boundaries that are currently within the jurisdiction of the County of San Bernardino would be annexed into the City. The recent and proposed annexations within the project area will result in an increase in the amount of parcels available for development, and thus increase the City's economic base.

GENERAL PLAN DESIGNATIONS

Based on the City's *General Plan Land Use Map* dated August 16, 2011, there are a total of six different land use designations throughout the 3,111-acre project site. Although the vast majority of the Specific Plan Update area is designated either General Industrial (I-G) or Light Industrial (I-L), smaller areas of Open Space (OS), Public Facilities (P-PF), General Commercial

(C-G), and Community Commercial (C-C) also exist on-site. Each land use designation that exists in the Specific Plan Update is described below, along with either their specified development intensity, expressed as allowable floor-area-ratio (FAR).

- General Industrial (I-G), 0.1-0.6 FAR. Portions of the I-G designation generally exist throughout the project site. Uses in this designation may include: manufacturing, fabrication, assembly, processing, trucking, warehousing and distribution, equipment, automobile and truck sales and services. Specific uses to be implemented within projects in I-G areas may be evaluated on the basis of their compatibility with adjacent land uses.
- Light Industrial (I-L), 0.1 to 0.6 FAR. Portions of the I-L designation generally exist throughout the project site. Development in I-L designated areas is intended to include employee intensive uses, including business parks, research and development, technology centers, corporate and support office uses, “clean” industry and supporting retail uses, auto, truck and equipment sales and related services, and warehousing and distribution. High quality development is encouraged in these areas, developed to more stringent design standards than for uses allowed within the General Industrial District. Specific uses to be implemented within projects in I-L areas may be evaluated on the basis of their compatibility with adjacent land uses.
- Open Space (OS). A narrow swath of OS land use exists within the southwestern portion of the site (within the Jurupa South Industrial District) overlying the Etiwanda San Sevaine Channel. Uses within the OS designation may include permitted land uses in OS designated areas include quarries, flood control channels, ground water percolation basins and agriculture. Only structures related to the management of resources are permitted.
- General Commercial (C-G), 0.1 to 1.0 FAR. A small pocket of C-G land use (currently occupied by a truck stop) is located in the proposed Speedway Industrial District, just north of I-10. The C-G designation is intended for retailing, wholesaling, and service activities, including automobile dealerships and malls. Offices and businesses providing professional services, including; legal services, financial institutions, administrative and corporate offices, medical offices and clinics are also permitted in these areas. FARs at the upper end of this range are intended primarily for office-type uses.
- Community Commercial (C-C), 0.1 to 1.0 FAR. A small area of C-C land use (currently occupied by single-family residential, automotive-related industrial, and gas station uses) is situated in the proposed Slover East Industrial District, along Citrus Avenue at its intersection with Slover Avenue. This designation is intended to accommodate retail development including shopping centers, restaurants, and the like that serve the needs of Fontana residents. Offices and businesses providing professional services, including legal services, financial institutions, administrative and corporate offices, medical offices and clinics are also permitted in these areas. FARs at the upper end of this range are intended primarily for office type uses.
- Public Facilities (P-PF), 0.1 FAR. Two areas of P-PF land use designations exist on the project site. One consists of the existing Henry J. Kaiser High School (at the northwestern corner of Cherry Avenue and Jurupa Avenue) and the other is composed of a small parcel near the northwestern corner of Slover Avenue and Banana Avenue. This



designation identifies the locations of properties in public or quasi public ownership, such as existing schools; the facilities of public and quasi-public agencies such as the City, County water and sewer districts, and fire protection districts; and the locations of hospitals and quasi-public institutions.

City of Fontana Zoning and Development Code

Chapter 30 of the *City of Fontana Municipal Code*, the *Zoning and Development Code*, serves as the City's Zoning Ordinance. The *Zoning and Development Code* includes provisions, procedures, and specific use and design standards for each of the City's zoning districts. The *Zoning and Development Code* also provides standards designed to mitigate or avoid potential environmental impacts. *Zoning and Development Code*, Chapter 30, Article 9 establishes Overlay Districts for environmentally sensitive areas. All development projects within the City are subject to compliance with the *Zoning and Development Code's* regulations and standards.

The properties within the project site contain a variety of zoning districts. Based on the City's *Zoning District Map* (dated August 16, 2011), the majority of the project site is composed of areas already within the existing Specific Plan, and thus are zoned SWIP Specific Plan. Additional zoning districts within project site boundaries include General Industrial (M-2), Light Industrial (M-1), Public Facilities (P-PF), and Community Commercial (C-1). These existing zoning districts are further described below:

- **SWIP Specific Plan.** The existing SWIP Specific Plan contains development standards which act as a customized set of zoning standards for the project site. This approach allows the City a greater degree of control over the location and design of development within the Specific Plan area, ensuring compliance with the Specific Plan's goals and objectives. The existing Specific Plan provides a total seven land use classifications that define the range of uses on-site, consisting of Business Park, Light Industrial, Medium Industrial, Heavy Industrial, Medium Industrial Transportation, Commercial, and Agricultural.
- **General Industrial (M-2).** The M-2 zoning district generally occurs along the southern boundary of the I-10 corridor and within the central portion of the site. M-2 accommodates the manufacture and treatment of goods from raw materials and permits other types of industrial uses not suitable for location in the M-1 District (described below).
- **Light Industrial (M-1).** Areas zoned M-1 generally occur in all areas not located within the existing SWIP Specific Plan. M-1 accommodates employee-intensive uses, such as business parks, research and technology centers, offices, and supporting retail uses, warehousing, and distribution, but which does not permit heavy manufacturing, processing of raw materials, or businesses which generate high volumes of truck traffic.
- **Public Facilities (P-PF).** Two areas of P-PF zoning exist on the project site. One consists of the existing Henry J. Kaiser High School (at the northwestern corner of Cherry Avenue and Jurupa Avenue) and the other is composed of a small parcel near the northwestern corner of Slover Avenue and Banana Avenue. This zoning district

accommodates public facilities required for the development and use of land, in order to provide for a quality living environment and a dynamic economy.

- Community Commercial (C-1). A small area of C-1 zoning (currently occupied by single-family residential, automotive-related industrial, and gas station uses) is situated in the proposed Slover East Industrial District, along Citrus Avenue at its intersection with Slover Avenue. This zoning district accommodates retail development that serves the need of City residents, offices, and businesses providing administrative and professional services, and medical offices and clinics.

Redevelopment Plan for the Southwest Industrial Park Project Area

The City of Fontana adopted the *Redevelopment Plan for the Southwest Industrial Park (SWIP) Project Area (Redevelopment Plan)* on July 19, 1977. The *Redevelopment Plan* was created to eliminate and prevent blight and blighting conditions in the community, promote efficient and aesthetic land uses, stimulate private investment, and restore and revitalize the project area in accordance with California Redevelopment Law. Since its adoption, the *Redevelopment Plan* has been amended on eight occasions, five of which have added territory. The *Redevelopment Plan* currently encompasses 2,326 acres.

The *Redevelopment Plan* is a legal document that sets forth the boundaries, permitted land uses, development standards and controls, the general powers of the Fontana Redevelopment Agency, and other provisions applicable to the *Redevelopment Plan* area. The *Redevelopment Plan* also includes a list of public improvements that the Agency may undertake to encourage development within the area.

The *Redevelopment Plan* provides the Fontana Redevelopment Agency with powers to implement a program to redevelop and revitalize the area, however, does not propose specific development projects. Rather, the *Redevelopment Plan* presents a process and basic framework within which priorities are established and specific projects and actions will be undertaken.

The City is currently in the process of amending the *Redevelopment Plan* and has prepared the *Amended and Restated SWIP Redevelopment Plan*. The *Amended and Restated SWIP Redevelopment Plan* provides the Fontana Redevelopment Agency with powers to implement a program to redevelop and revitalize the area. The City is proposing to amend the *Redevelopment Plan* for the ninth time in order to expand the *Redevelopment Plan's* boundaries by approximately 1,101 acres. Additionally, the proposed Amendment would add public improvements and public facilities located within the proposed additional area to encourage the rehabilitation and/or reconstruction of structures and infrastructure improvements; promote affordable housing in compliance with State law; and, increase available funding for redevelopment activities to address blight and infrastructure issues.

The proposed SWIP Specific Plan Update area shares approximately 348 acres with the revised SWIP Redevelopment Plan boundary. Though the two documents apply to some similar geographic areas, they are essentially unrelated except insofar as the Specific Plan Update, like any other project within the Redevelopment Plan Area, must be consistent with the goals and

objectives of the Amended and Restated SWIP Redevelopment Plan. Even though the SWIP Specific Plan Update area includes a 348-acre area located within the revised *Redevelopment Plan* boundary, the Specific Plan Update does not require adoption of the Amended and Restated SWIP Redevelopment Plan in order to proceed, nor does the Redevelopment Plan require approval of the proposed amendment of the SWIP Specific Plan Update in order to proceed.

4.6.3 EXISTING ENVIRONMENTAL SETTING

The City is set on an alluvial plain flowing southward from the confluence of Lytle Creek and the San Sevaine Wash. The San Bernardino and San Gabriel Mountains to the north and the Jurupa Mountains to the south provide a dramatic backdrop for the developed areas of the City. In the early 1900s, Fontana was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942, the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill, located on an 880-acre site on and around what is now Auto Club Speedway. By the 1950s, Fontana was the region's leading producer of steel and steel-related products. Much of the steel required to support the United States military build-up during World War II was produced at the Kaiser Steel Mill. In 1984, the Kaiser Steel Mill closed, and the plate steel and rolling mill plants were both acquired by California Steel Company, which continues to produce steel products today. However, the closure of the Kaiser facility in 1984 initiated a shift in industrial services towards trucking and logistics-based distribution.

Today, Fontana is both a bedroom community, with a commuting population of workers, and, due to its suburban location near several major freeway and rail transportation corridors, is also a major Inland Empire hub of employment, warehousing and distribution centers. These uses are located primarily in the City's southern half, adjacent to the I-10 corridor, where the majority of the SWIP Specific Plan Update and Annexation area exists. Heavy industrial areas surround the former Kaiser Steel Mill and along the I-10 corridor between Valley Boulevard and Slover Avenue.

As part of the SWIP Specific Plan Update, the proposed project site has been divided into a total of nine districts, based on proposed land uses. For the purposes of describing the existing environmental setting of the project site, these nine districts are utilized to logically separate geographical areas. The proposed districts are depicted in Exhibit 2-3, *Land Use Plan*.

Speedway Industrial District (SID)

The Speedway Industrial District is a small area located north of I-10. This district is 126.2 acres in size and is generally situated between Cherry Avenue and Banana Avenue. This area has been completely developed and urbanized. Due to its proximity to I-10, this area is occupied primarily by warehousing, distribution, and other truck-related industrial uses. A limited number of commercial uses are situated along the western side of Cherry Boulevard, near its intersection with Valley Boulevard. Valley Boulevard provides parallel access to I-10 through the area.

Freeway Industrial Commercial District (FID)

The 333.7-acre Freeway Industrial Commercial District is composed of two segments, with the smaller segment occurring north of I-10, and the larger segment south of I-10. The northern segment is located immediately north of I-10, generally between Beech Avenue and Hemlock Avenue. This area has developed primarily with warehousing, distribution, and other truck-related industrial uses. A cluster of single-family residential units exist within the northern portion of the area, north of I-10. Numerous additional single-family residential units exist south of I-10, within the northeastern corner of the project site and along the northern frontage of Slover Avenue. Numerous undeveloped parcels exist within this district. Valley Boulevard provides parallel access to I-10 through the area.

Slover West Industrial District (SWD)

The Slover West Industrial District is 289.1 acres in size and is situated south of I-10. It is located south of Slover Avenue, north of Santa Ana Avenue, east of Mulberry Avenue, and west of Cherry Avenue. This district is developed primarily with warehousing, distribution, and other industrial uses. A self-storage facility is situated at the northeastern corner of Mulberry Avenue and Santa Ana Avenue. Several single-family residential units are located sporadically throughout this area, with the majority located northeast of the Calabash Avenue/Santa Ana Avenue intersection. An undeveloped parcel (former agricultural use) is located at the northeastern corner of the district, at the intersection of Slover Avenue and Cherry Avenue.

Slover Central Manufacturing/ Industrial District (SCD)

The Slover Central Manufacturing/Industrial District is 423.7 acres in size. Generally, it is situated south of Slover Avenue, east of Cherry Avenue, and west of Beech Avenue. This area's southern boundary is not located along a roadway, but is located approximately ¼-mile north of Jurupa Avenue. While this district is similar to the remainder of the project site in that it is developed with warehousing, distribution, and other industrial uses, there are multiple undeveloped areas (former agricultural parcels) throughout the district, with the majority of them concentrated in the northwestern corner of the area. Single-family residential uses are also located sporadically throughout the district, with the majority located along Live Oak Avenue (near its intersection with Slover Avenue) and Santa Ana Avenue (near its intersections with Cherry Avenue). Several commercial uses exist within this area, and include a gas station, restaurants, an animal boarding facility, and a nursery.

Slover East Industrial District (SED)

The 463.1-acre Slover East Industrial District is located south of Slover Avenue, east of Beech Avenue, and West of Citrus Avenue. This area's southern boundary is not located along a roadway, but is located approximately 1/8-mile north of Jurupa Avenue. This district is similar to the remainder of the project site in that it is dominated by warehousing, distribution, and other industrial uses. Several small undeveloped (but disturbed) parcels are scattered sporadically throughout this district. Several single-family residential units are located within this area, with

the majority located along Rose Avenue, within the southern portion of the area. Several residential units are also located within the northeastern corner of the district (along Citrus Avenue).

Jurupa North Research and Development District (JND)

The Jurupa North Research and Development District is 515.1 acres in size and is one of the largest districts in the SWIP Specific Plan Update. This district is bounded by the Slover West Industrial, Slover Central Manufacturing/Industrial, and Slover East Industrial Districts to the north, Mulberry Avenue to the west, Jurupa Avenue to the south, and Citrus Avenue to the east. This district can generally be characterized as having a range of smaller warehousing, distribution, industrial, and residential parcels west of Cherry Avenue, with larger warehousing, distribution, industrial, and undeveloped (former agricultural) parcels east of Cherry Avenue. Of all the districts, the JND contains the largest amount of undeveloped parcels, with the majority occurring along the Jurupa Avenue frontage. A number of single-family residential units also exist within the southeastern corner of this district, along Jurupa and Citrus Avenues.

Jurupa South Industrial District (JSD)

The 535.6-acre Jurupa South Industrial District is bounded by Jurupa Avenue to the north, Etiwanda Avenue to the west, Philadelphia Avenue to the south, and Mulberry Avenue to the east. This district is composed of light industrial and general industrial uses that have generally been more recently developed. Marlay Avenue bisects this area in an east-west orientation, and a high-tension Southern California Edison (SCE) electrical power line easement exists within the northern portion of this area, also trending from east to west. This area is fully developed with the exception of some small open space areas situated along Etiwanda San Sevaine Channel, which traverses the project site from north to south. In addition, several undeveloped parcels are interspersed amongst the existing industrial development within this area.

Residential Trucking District (RTD)

The Residential Trucking District is composed of three isolated existing residential areas, composing a total of 51.7 acres. One area is located within the Slover West Industrial District, and two areas within the Slover East Industrial District. These three areas are developed with single-family residential uses, which are utilized to a great extent for home-based trucking/heavy equipment businesses.

Public Facilities (Kaiser High School) District (PF)

The Public Facilities District is 37.7 acres in size and is composed entirely of Kaiser High School. The high school is operated by the Fontana Unified School District. The high school is bounded by Almond Avenue to the west, Jurupa Avenue to the south, and Cherry Avenue to the east. Beyond classroom/educational facilities and surface parking, Kaiser High School also includes on-site sports fields (football, track, baseball/softball, tennis, basketball, and soccer).

4.6.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist Form, which includes questions relating to land use and relevant planning. The issues presented in the Initial Study Environmental Checklist Form have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation; refer to Section 4.3, *Biological Resources*.

Based on these standards, the project's impacts have been categorized as either "less than significant" or "potentially significant." Mitigation measures are recommended to avoid or lessen potentially significant impacts. If a potentially significant impact cannot be avoided or reduced to a less than significant level through implementation of the recommended mitigation, it is categorized as "significant and unavoidable."

4.6.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize land use and planning impacts and associated costs through the following Project Design Features:

1. The project has been sited in areas where existing *General Plan* and *City of Fontana Zoning and Development Code* emphasize industrial land uses, similar to those proposed by the Specific Plan Update.
2. Where sensitive receptors (single-family residential uses, schools, etc.) exist adjacent to proposed industrial or commercial development, the Specific Plan Update includes extensive design requirements (setbacks, building heights, floor-area ratio, screening,

etc.) to minimize potential land use impacts; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.

PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

Threshold: *Would the project physically divide an established community?*

Impact 4.6-1

*Future development associated with the proposed project would not physically divide an established community. **Determination:** Less Than Significant Impact.*

Due to the age of the existing SWIP Specific Plan and changes that have occurred within the project area, the City has determined that the Specific Plan should be revised to update land uses, regulations, and development standards. The SWIP Specific Plan Update is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the Specific Plan Update area. By providing the necessary regulatory and design guidance, the Specific Plan Update ensures that future development of parcels within the SWIP Specific Plan Update area (both privately owned lands as well as publicly owned lands which are approved for private use and development) implements the goals and policies of the *General Plan*. Additionally, the SWIP Specific Plan Update includes infrastructure improvements necessary to support development within the project area.

The proposed Specific Plan Update is not expected to divide an established community. The project proposes to implement a range of industrial, commercial, public, and residential uses, similar to what exists within the site boundaries today. The Specific Plan Update includes a "Residential Trucking" land use district, which is intended to allow for the continued operation of existing home-based trucking/heavy equipment units in several focused areas on-site. Existing development within the Specific Plan Update area is already divided by the existing local roadway network, and the project is not anticipated to create additional physical barriers between these uses. Thus, impacts in this regard are not anticipated to be significant.

Mitigation Measures: None are required.

CITY OF FONTANA GENERAL PLAN, ZONING AND DEVELOPMENT CODE, AND SWIP REDEVELOPMENT PLAN

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

Impact 4.6-2

*The proposed project would not directly conflict with the policy or regulations of the City's General Plan or Zoning and Development Code adopted for the purpose of avoiding or mitigating an environmental effect. **Determination: Less Than Significant Impact.***

City of Fontana General Plan

As stated above, there are a total of six different existing *General Plan* land use designations throughout the 3,111-acre project site. Although the vast majority of the Specific Plan Update area is designated either General Industrial (I-G) or Light Industrial (I-L), smaller areas of Open Space (OS), Public Facilities (P-PF), General Commercial (C-G), and Community Commercial (C-C) also exist on-site.

Approval of the SWIP Specific Plan Update and Annexation Project would require an amendment to the *General Plan* to revise the *Land Use, Housing, and Circulation Elements* in addition to the *Land Use Map* and other exhibits to ensure that the Specific Plan Update and *General Plan* are internally consistent.

The Specific Plan Update would serve as both the City's policy statement regarding future development within the site, as well as a tool to implement the provisions of the *General Plan* as it applies to the project area. Per *California Government Code* Section 65451, specific plans are permitted to regulate site development, including permitted uses, densities, community design and building size and placement. Specific plans also govern the type and extent of open space, landscaping and roadways, and the provision of infrastructure and utilities. Because the development guidelines established in a specific plan focus on the unique needs of a specific area, specific plans allow greater flexibility than is possible with conventional zoning.

Specific plans must be compatible with the goals and policies of the adopted general plan of local jurisdictions. The City's *General Plan* contains numerous goals and policies to guide development and uses planned within the City. As shown in Sections 4.1 through 4.9 of this Program EIR, the proposed project would be in compliance with the relevant policies and specific actions of the City's *General Plan*. Therefore, impacts would be less than significant in this regard.

City of Fontana Zoning and Development Code

As stated above, the majority of the project site is composed of areas already within the existing Specific Plan, and thus are zoned SWIP Specific Plan. Additional zoning districts within project site boundaries include General Industrial (M-2), Light Industrial (M-1), Public Facilities (P-PF), and Community Commercial (C-1). Approval of the SWIP Specific Plan Update and Annexation Project would require a zone change so that all areas within project boundaries are zoned SWIP Specific Plan.



The Article II, Division 9 of the City's *Zoning and Development Code* establishes the purpose for the specific plan zoning. Based on the *Zoning and Development Code*, the goals of a specific plan are to:

1. To promote and protect the public health, safety, and welfare.
2. To implement the goals and objectives of the *General Plan*.
3. To enhance the quality of development.
4. To obtain the quality of life resulting from comprehensive and orderly planning.
5. To encourage greater flexibility and more creative and imaginative designs for large scale projects.
6. To promote efficient use of land while providing a variety of housing choices and commercial and industrial activities, a high level of amenities, and preservation of natural and scenic open space.
7. To promote a process for review and regulation of large scale comprehensively planned urban communities.

The SWIP Specific Plan Update would be consistent with the intentions of a specific plan under the City's *Zoning and Development Code*.

The Land Use and Development Regulations of the SWIP Specific Plan Update contain the development specifications, regulations and design guidelines for all development projects within the project site. Development of the project area would occur in accordance with the permitted uses and the Land Use and Development Code established by the Specific Plan Update.

The proposed Specific Plan Update proposes a total of nine land use districts; refer to Section 2.0, *Project Description*. Each land use district reflects its own range of allowable uses and permit requirements, in addition to development standards that regulate FAR, lot dimensions, and the size of proposed structures. All development within the project site would be required to comply with the development standards established by the SWIP Specific Plan Update.

Overall, future development associated with the project would be subject to review through the development application process and would be analyzed by the City to ensure that the development is consistent with the development regulations and requirements. Although a zone change would be required as part of the project, compliance with the development standards of the Specific Plan Update, once adopted, and compliance with all applicable site development regulations and requirements would ensure that development of the proposed project would not conflict with the land use plans, policies and regulations of the City's *Zoning and Development Code*. Therefore, with approval of the proposed zone change, the proposed project would be considered consistent with the *Zoning and Development Code* and a less than significant impact would occur in this regard.

Redevelopment Plan for the SWIP Project Area

As stated above, the proposed *Amended and Restated SWIP Redevelopment Plan* would be Amendment No. 9 to the Redevelopment Plan for the SWIP Project Area. The proposed SWIP Specific Plan Update area shares approximately 348 acres with the revised SWIP Redevelopment Plan boundary. Though the two documents apply to some similar geographic areas, they are essentially unrelated except insofar as the Specific Plan Update, like any other project within the Redevelopment Plan Area, must be consistent with the goals and objectives of the Amended and Restated SWIP Redevelopment Plan. Even though the SWIP Specific Plan Update area includes a 348-acre area located within the revised *Redevelopment Plan* boundary, the Specific Plan Update does not require adoption of the Amended and Restated SWIP Redevelopment Plan in order to proceed, nor does the Redevelopment Plan require approval of the proposed amendment of the SWIP Specific Plan Update in order to proceed.

The overriding goal of the Amended SWIP Redevelopment Plan would be to allow the City Redevelopment Agency to undertake a variety of activities to eliminate and prevent the spread of blight within the project area. Typical Redevelopment Agency activities within the area would likely include selective land assembly and acquisition, site occupant relocation, removing or rehabilitating physically obsolete or substandard structures and other blighting influences, improving streets and public infrastructure systems, and eliminating parcels of irregular form and shape that hinder private development opportunities. Other appropriate activities and actions as allowed by the Redevelopment Plan may also occur. The Amended SWIP Redevelopment Plan does not propose any changes to the City's existing land use designations or zoning districts for the properties within the existing Redevelopment Plan Area or proposed additional area.

The majority of the goals of the proposed Specific Plan Update relate to fostering economic growth, implementing appropriate infrastructure, and ensuring orderly development within project site boundaries. None of the actions associated with the Specific Plan update are anticipated to conflict with the *Redevelopment Plan's* goals and policies to eliminate and prevent the spread of blight within the project area. Rather, the Specific Plan Update would act as a complimentary document to guide and regulate development facilitated by the *Redevelopment Plan*. Thus, the Specific Plan Update would result in any conflicts with the goals and objectives of the *Redevelopment Plan*, and impacts in this regard would be less than significant.

Mitigation Measures: None are required.

4.6.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;



- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.¹

Development of the proposed project is not anticipated to result in cumulative significant land use impacts in regards to compliance with the objectives, policies and specific actions of the City's *General Plan*, relevant development regulations of the *Zoning and Development Code*, the and *SWIP Redevelopment Plan*. Any future development occurring as part of the proposed project in addition to identified cumulative development must undergo a project review process in order to preclude potential land use compatibility issues and planning policy conflicts. Each project would be analyzed independent of other land uses, as well as within the context of existing and planned developments to ensure that the goals, objectives and policies of the *General Plan* and all other applicable policies and development guidelines are consistently upheld. Additionally, development of the proposed project would not conflict with SCAG's Regional Comprehensive Plan and Guide and Compass Growth Visioning Program. Thus, the proposed project along with identified cumulative projects would not result in cumulatively considerable land use impacts.

4.6.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts related to land use and planning have been identified, and no mitigation measures are required.

¹ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



Noise

Section 4.7

4.7.1 INTRODUCTION

This section addresses potential noise impacts from the construction, traffic, and operations that could occur within the proposed Southwest Industrial Park (SWIP) Specific Plan Update and Annexation project (proposed project). Data used to prepare this analysis were drawn from the *City of Fontana General Plan (General Plan)*, the *City of Fontana General Plan EIR (General Plan EIR)*, the *City of Fontana Municipal Code (Municipal Code)*, the *Southwest Industrial Park (SWIP) Project Traffic Analysis (Traffic Analysis)*, prepared by RBF Consulting (dated September 29, 2011) and the 2011 *Draft Southwest Industrial Park (SWIP) Specific Plan (Specific Plan Update)*.

4.7.2 EXISTING REGULATORY SETTING

This section summarizes the laws, ordinance, regulations, and standards that are applicable to the project. Regulatory requirements related to environmental noise are typically promulgated at the local level; however, Federal and State agencies provide standards and guidelines to the local jurisdictions.

STATE OF CALIFORNIA GUIDELINES

The State of California Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended interior and exterior level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *OPR Guidelines* describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA CNEL.

A noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be “normally acceptable” for residential uses. The State indicates that locating residential units, parks, and institutions (such as churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments.

The *California Noise Insulation Standards* (Title 25, Section 1092, of the *California Code of Regulations*) requires interior noise levels resulting from the intrusion of exterior noise to be limited to not more than 45 dBA CNEL for residential uses and transient lodging facilities (e.g., hotels). In addition, *Title 25, Section 1092* of the *California Code of Regulations*, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate construction features into the building’s design that reduce interior noise levels to 45 dBA CNEL. It should be noted that

these standards apply to new residential uses and transient lodging facilities and do not apply to existing uses.

LOCAL

City of Fontana General Plan

The *General Plan Noise Element* (Chapter 12) provides a systematic approach to identifying and appraising noise problems in the community, quantifying existing and projected noise levels, addressing excessive noise exposure, and community planning for the regulation of noise. The element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise.

Table 4.7-1, *Noise and Land Use Compatibility Matrix*, illustrates the guidelines established in Noise Element and based on standards for acceptable noise levels from the California Office of Noise Control. The City's General Plan Environmental Impact Report (*General Plan EIR*) incorporates the same noise and land use compatibility criteria recommended by the State of California Department of Health and the OPR Guidelines. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This table is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table 4.7-1
Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 - 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA
NA: Not Applicable				
Source: City of Fontana, <i>General Plan Update Environmental Impact Report</i> , August 6, 2003.				
Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.				
Normally Unacceptable - New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
Clearly Unacceptable - New construction or development should generally not be undertaken.				

As depicted in Table 4.7-1, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. The OPR's *State of California General Plan Guidelines*, note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use their discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

City of Fontana Municipal Code

In addition to Federal and State noise standards, the City of Fontana has established noise standards in its *Municipal Code*. These standards pertain to stationary noise sources. As shown in Table 4.7-2, *Interior/Exterior Noise Level Standards*, the exterior noise levels within any Zoning District should not exceed 65 dBA at any time of the day.

Table 4.7-2
Interior/Exterior Noise Level Standards

Land Use	Any time of day	
	Interior	Exterior
All Zoning Districts	45 dBA	65 dBA
Source: City of Fontana <i>Municipal Code</i> , Table 30-182.A, Section 30-182.		

4.7.3 EXISTING ENVIRONMENTAL SETTING

NOISE ENVIRONMENT

Mobile and Stationary Noise Sources

The primary noise sources in the vicinity of the Specific Plan Update area include industrial uses, car and truck traffic with high volumes of traffic along Interstate 10 (I-10) and noise from adjacent local roadways. Traffic along these arterial roadways generates substantial noise levels at roadside receptors. Both mobile and stationary noise sources contribute to the existing noise levels within the Specific Plan Update area.

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the Specific Plan Update area. The existing roadway noise levels in the vicinity of the Specific Plan Update area were modeled. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108) together with several roadway and site parameters; please refer to Appendix G, Noise Data. These parameters determine the projected impact of vehicular traffic



noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions (“hard” or “soft”). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the *Traffic Analysis*, prepared by RBF Consulting on September 29, 2011. The posted speed limits vary throughout the Specific Plan Update area. Existing modeled traffic noise levels can be found in Table 4.7-3, Existing Traffic Noise Levels.

**Table 4.7-3
Existing Traffic Noise Levels**

Roadway Segment	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
Armstrong Road					
SR-60 to Sierra Avenue	19,299	65.9	452	143	45
Beech Boulevard					
Slover Avenue to Jurupa Street	4,276	58.2	74	23	7
Cherry Avenue					
San Bernardino Avenue to Valley Boulevard	16,528	67.5	667	211	67
Slover Avenue to Jurupa Street	11,810	64.9	367	116	37
Citrus Avenue					
I-10 to Santa Ana Avenue	7,916	60.9	136	43	14
San Bernardino Avenue to Valley Boulevard	16,138	65.3	378	120	38
Santa Ana Avenue to Jurupa Street	7,916	60.9	136	43	14
East Airport Drive					
I-15 to Etiwanda Avenue	6,867	62.8	213	67	21
Etiwanda Avenue					
Jurupa Street to Philadelphia Avenue	14,941	65.9	465	147	46
Philadelphia Avenue to SR-60	18,873	69.1	970	307	97
San Bernardino Avenue to Valley Boulevard	16,571	66.7	515	163	51
Slover Avenue to Jurupa Street	18,393	66.9	571	181	57
Fourth Street					
I-15 to Etiwanda Avenue	11,558	66.1	467	148	47
Jurupa Street					
Cherry Avenue to Citrus Avenue	15,891	66.1	494	156	49
Citrus Avenue to Sierra Avenue	12,182	65.0	379	120	38
Etiwanda Avenue and Mulberry Avenue	11,803	65.0	367	116	37
I-15 to Etiwanda Avenue	26,207	69.4	1,059	335	106
Mulberry Avenue to Cherry Avenue	14,118	65.7	439	139	44
Mulberry Avenue					
Jurupa Street to Philadelphia Avenue	11,661	65.9	471	149	47
Philadelphia Avenue to SR-60	24,479	70.2	1,258	398	126
Slover Avenue and Jurupa Street	6,095	63.3	246	78	25

Table 4.7-3 (continued)
Existing Traffic Noise Levels

Roadway Segment	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
Philadelphia Avenue					
Etiwanda Avenue to Country Village Drive	1,674	55.3	39	12	4
I-15 to Etiwanda Avenue	3,039	59.2	94	30	9
San Bernardino Avenue					
Cherry Avenue to Fontana Avenue	7,591	63.3	236	75	24
Etiwanda Avenue and Cherry Avenue	10,591	65.9	428	135	43
Sierra Avenue					
Jurupa Street to Armstrong Road	19,299	68.1	779	246	78
Slover Avenue to Jurupa Street	21,789	68.6	879	278	88
Slover Avenue					
Cherry Avenue to Citrus Avenue	11,207	66.0	452	143	45
Citrus Avenue to Sierra Avenue	11,243	64.9	350	111	35
Etiwanda Avenue and Mulberry Avenue	9,941	64.3	309	98	31
Mulberry Avenue to Cherry Avenue	9,176	65.1	371	117	37
Valley Boulevard					
Cherry Avenue to Fontana Avenue	10,535	64.6	327	104	33
Citrus Avenue and Sierra Avenue	10,292	63.3	241	76	24
Etiwanda Avenue to Cherry Avenue	13,917	65.8	433	137	43
Fontana Avenue to Citrus Avenue	10,732	64.8	333	105	33
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: <i>Draft Southwest Industrial Park (SWIP) Project Traffic Analysis</i> , prepared by RBF Consulting on September 29, 2011					

Stationary noise sources consist of industrial facilities concentrated north of Jurupa Avenue and within the southwestern portion of the Specific Plan Update area. These portions of the project create a greater amount of noise than the rural and suburban residential uses throughout the rest of the Specific Plan Update area.

Stationary noise sources within the City include factories, the California Speedway, and various school sites. Ongoing noise from construction activities throughout the City also adds to the City's ambient noise environment. In addition the Specific Plan Update area is also impacted by noise generated by traffic on I-10 and by the operation of the Southern Pacific Railroad at its northern boundary. These types of sources have the potential to affect noise-sensitive receptors such as residences, schools, and hospitals.

Rail Operations

The Southern Pacific Railroad line is located at the northern boundary of the Specific Plan Update area, adjacent to I-10. The line supports daily freight operations and Amtrak, with the nearest Amtrak station in San Bernardino. According to the *General Plan*, there are 24 trains per day on a peak day passing through the City. By 2025, 132 trains per day are forecasted.

Aircraft

The Ontario International Airport is approximately 11 miles to the west. The proposed project is not located within the 60 Ldn contour line of either airport, and would not likely be significantly affected by overhead aircraft noise.

NOISE SCALES AND DEFINITIONS

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In general, a 1 dB change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dB change in sound pressure level is considered a “just detectable” difference in most situations. A 5 dB change is readily noticeable and a 10 dB change is considered a doubling (or halving) of the subjective loudness. It should be noted that, generally speaking, a 3 dBA increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume; or by about a 7 mile per hour (mph) increase or decrease in speed.

For each doubling of distance from a point noise source (a stationary source, such as a loudspeaker or loading dock), the sound level will decrease by 6 dBA. In other words, if a person is 100 feet from a machine, and moves to 200 feet from that source, sound levels will drop approximately 6 dBA. For each doubling of distance from a line source, like a roadway, noise levels are reduced by 3 to 4.5 dBA, depending on the ground cover between the source and the receiver. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are shown in Table 4.7-4, Sound Levels and Human Response.

There are three methods used to measure sound over a period of time: the Community Noise Equivalent Level (CNEL), the equivalent energy level (Leq) and the Day/Night Average Sound Level (Ldn). The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL reading represents the average of 24 hourly readings of equivalent levels, known as Leq's, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening (7:00 p.m. to 10:00 p.m.), and +10 dBA for the night (10:00 p.m. to 7:00 a.m.). CNEL may be indicated by “dBA CNEL” or just “CNEL”.

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady (average) sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

**Table 4.7-4
Sound Levels and Human Response**

Noise Source	dB(A) Noise Level	Response
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff (200 ft.) Discotheque	120	
Unmuffled Motorcycle Auto Horn (3 ft.) Rock'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff (2000 ft.) Garbage Truck	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck (50 ft.) Pneumatic Drill (50 ft.)	90	
Alarm Clock Freight Train (50 ft.) Vacuum Cleaner (10 ft.)	80	Annoying
Freeway Traffic (50 ft.)	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit (20 ft.)	60	Intrusive
Light Auto Traffic (100 ft.)	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper (15 ft.)	30	Very Quiet
Broadcasting Studio	20	Just Audible
	10	Threshold of Hearing

Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970 (p. 2).

Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.), by a 10 dBA to account for the increased sensitivity of people to noises that occur at night. The maximum noise

level recorded during a noise event is typically expressed as L_{max} . The sound level exceeded over a specified time frame can be expressed as L_n (i.e., L_{90} , L_{50} , L_{10} , etc.). L_{50} equals the level exceeded 50 percent of the time.

NOISE SENSITIVE RECEPTORS

Land uses that are considered sensitive receptors to noise include residential areas, schools, hospitals, churches, recreational areas, office buildings and transient lodging. Residential areas are also considered particularly sensitive to noise during the nighttime hours. The Specific Plan Update area consists of a mixture of rural and suburban residential, commercial, industrial, and vacant land uses. Homes within and in the vicinity of the Specific Plan Update area are generally single-family residences. Henry J. Kaiser High is also located in the Specific Plan Update area. Additionally, the recently constructed Jurupa Hills High School (opened in August 2010) is located immediately adjacent to the eastern project boundary.

4.7.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the *CEQA Guidelines* contains the *Initial Study Environmental Checklist Form*. The Checklist includes questions relating to noise, which have been utilized as thresholds of significance in this section. Accordingly, a significant environmental impact would occur if the project would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport, expose people residing or working in the project area to excessive noise levels, and/or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels; refer to Section 8.0, *Effects Found Not to be Significant*.

Based on these significance thresholds and criteria, the project's effects have been categorized as either "effects found not to be significant" or "potentially significant impact." Feasible mitigation measures, which could avoid or minimize potentially significant impacts, are

identified. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a “significant unavoidable impact.” Since the project is not located within an airport land use plan or in the vicinity of a private airstrip, thresholds for these impacts do not pertain to this project.

SIGNIFICANCE OF CHANGES IN TRAFFIC NOISE LEVELS

If the ambient noise environment is quiet and the new noise source greatly increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. The project would create a significant impact for traffic noise levels when the following occurs:

- An increase of the existing ambient noise levels by 5 dBA or more, where the existing ambient level is less than 60 dBA CNEL;
- An increase of the existing ambient noise level by 3 dBA or more, where the existing ambient level is 60 to 65 dBA CNEL; or
- An increase of the existing ambient noise level by 1.5 dBA or more, where the existing ambient level is greater than 65 dBA CNEL.

SIGNIFICANCE OF CHANGES IN CUMULATIVE TRAFFIC NOISE LEVELS

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

Combined Effects: The cumulative with project noise level (“2030 With Project”) causes the following:

- An increase of the existing noise level by 5 dBA or more, where the existing level is less than 60 dBA CNEL;
- An increase of the existing noise level by 3 dBA or more, where the existing level is 60 to 65 CNEL; or
- An increase of the existing noise level by 1.5 dBA or more, where the existing level is greater than 65 dBA CNEL.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects: The “2030 With Project” causes a 1 dBA increase in noise over the “2030 Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded.

4.7.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The project proposes to add a total of 1,318 acres to the existing Specific Plan area, including the annexation of 472 acres into the City. The SWIP Specific Plan Update includes approximately 3,112 acres of industrial, manufacturing, office, commercial, research and development, flex-tech, residential, public, and public/utility right-of-way uses. As part of the SWIP Specific Plan Update, the proposed Specific Plan Update area has been divided into a total of nine districts, based on proposed land uses; refer to Section 2.0, *Project Description* for a description of uses proposed under the Land Use Plan. The proposed project itself would not directly result in any specific development projects. The Specific Plan would update land uses, regulations, and development standards, improve infrastructure, and would promote orderly and compatible growth in the newly annexed areas as well as older areas within the Specific Plan. By providing the necessary regulatory and design guidance, the Specific Plan Update ensures that future development of parcels within the Specific Plan Update area implements the goals and policies of the *General Plan*. Accordingly, evaluation of potential impacts related to noise in the Specific Plan Update area is based primarily on an evaluation and incorporation of relevant information from the *General Plan EIR*. Where appropriate, *General Plan EIR* conclusions and mitigation measures are summarized below:

SHORT-TERM CONSTRUCTION NOISE

Threshold: *Would the Project:*

- *Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
 - *Expose persons to or generate excessive ground borne vibration or ground borne noise levels;*
 - *Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*
-

Impact 4.7-1

*Future development and improvements in the Specific Plan Update area facilitated by the proposed project could cause temporary, localized increases in noise levels and vibration during periods of construction, in excess of established standards. **Determination: Less Than Significant With Mitigation Incorporated.***

Potential future development facilitated by the proposed project could generate significant amounts of noise and vibration during grading and construction operations. During future project implementation, adjacent sensitive receptors would be exposed to sporadic high noise

and vibration levels associated with construction activities (as a result of power tools, jack-hammers, truck noise, etc.). It is anticipated that construction traffic would access the potential construction sites within the Specific Plan Update area from several major roadways, including Sierra Avenue, Beech Avenue, Citrus Avenue, Jurupa Avenue, and Slover Avenue. As stated above, various sensitive receptors exist both within and in close proximity to the Specific Plan Update area. Since many residential and institutional land uses are within close proximity to potential construction activities, residential and institutional land uses could be exposed to noise levels above City-established thresholds of significance.

The *General Plan EIR*¹ concluded the following regarding construction noise impacts:

In actuality, the City recognizes that construction noise is difficult to control and places allowable hours for this intrusion. Section 18-63, "Enumeration of prohibited noises" provides for these exemptions and allows for noise from the construction and repair work as long as these activities are limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays. Therefore, while adverse, construction, when performed in compliance with the requirements of the Municipal Code, is typically considered to be less than significant. Still construction even when restricted to within these hours, presents a nuisance value when conducted in proximity to sensitive receptors and the impact is considered as potentially significant.

The analysis also determined that implementation of the proposed *General Plan EIR* or equally effective measures could reduce construction impacts to less than significant.² The proposed project and anticipated future development were considered in the *General Plan EIR* analysis, since the development anticipated within the Specific Plan Update area is consistent with the *General Plan's* existing land use designations. Therefore, implementation of the Specific Plan would be consistent with the analysis presented in the *General Plan EIR*. All future development within the Specific Plan Update area would be subject to compliance with the *Municipal Code* Section 18-63(7), which allows construction noise in excess of normally defined thresholds 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. Thus, noise intensive construction activities would be restricted to the days and hours specified under Code Section 18-63. Additionally, implementation of Mitigation Measures 4.7-1a and 4.7-1b would further reduce construction noise associated with future development within the Specific Plan Update area to less than significant levels by limiting the hours of construction and establishing a method to address complaints. Although construction activities associated with individual future projects could generate potentially significant noise levels, Mitigation Measures 4.7-1a through 4.7-1b have been included to reduce construction noise impacts to a less than significant level. Additionally, due to the conceptual nature of the future development within the Specific Plan Update Area, future proposals could require individual assessments of potential construction-related noise impacts. If necessary, additional mitigation would be recommended on a project-by-project basis to further minimize potential construction noise impacts.

¹ *General Plan EIR* Page 5.7-15.

² *General Plan EIR* Page 5.7-37.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

4.7-1a The following measures shall be implemented when construction is to be conducted within 500 feet of any sensitive structures or has the potential to disrupt classroom activities or religious functions.

- The City shall restrict noise intensive construction activities to the days and hours specified under Section 18-63 of the City of Fontana Municipal Code. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site. [GPEIR MM N-1]
- All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. [GPEIR MM N-1]
- The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions. [GPEIR MM N-1]
- Stationary equipment shall be placed so as to maintain the greatest possible distance to the sensitive use structures. [GPEIR MM N-1]
- All equipment servicing shall be performed so as to maintain the greatest possible distance to the sensitive use structures. [GPEIR MM N-1]
- If construction noise does prove to be detrimental to the learning environment, the City shall allow for a temporary waiver thereby allowing construction on Weekends and/or holidays in those areas where this construction is to be performed in excess of 500 feet from any residential structures. [GPEIR MM N-1]
- The construction contractor shall provide an on-site name and telephone number of a contact person. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. In the event that construction noise is intrusive to an educational process, the construction liaison will revise the construction schedule to preserve the learning environment.

4.7-1b Should potential future development facilitated by the proposed project require off-site import/export of fill material during construction, trucks shall utilize a route that is least disruptive to sensitive receptors, preferably major roadways (Interstate 10, Interstate 15, State Route 60, Sierra Avenue, Beech Avenue, Jurupa Avenue, and

Slover Avenue). Construction trucks should, to the extent practical, avoid the weekday and Saturday a.m. and p.m. peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.).

LONG-TERM STATIONARY NOISE

Threshold: *Would the Project:*

- *Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
 - *Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*
-

Impact 4.7-2

*Potential future development in the Specific Plan Update area facilitated by the proposed project could permanently increase ambient noise levels from stationary sources, in excess of established standards. **Determination: Less Than Significant With Mitigation Incorporated.***

Potential future development within the project could have long-term stationary noise impacts on sensitive receptors within the Specific Plan Update area, which consist of rural and suburban residential uses and the Henry J. Kaiser High School. As the proposed project does not involve any site-specific development proposals, it is speculative to estimate long-term stationary noise levels or the proximity of stationary sources to sensitive receptors. Industrial uses would have the greatest potential of producing noise from a stationary source.

The *General Plan EIR* determined that potentially significant noise impacts (from stationary sources) would occur where heavy industrial uses are proposed in proximity to residential uses.³ Stationary source noise associated with industrial uses would occur from multiple trucks operating on-site. The *General Plan EIR* conservatively assumed the use of multiple trucks could generate noise levels on the order of 80 dBA Leq at a distance of 50 feet. Process equipment and the use of pneumatic tools could also generate elevated noise levels, but this equipment is typically housed within facilities and would not be expected to exceed the noise levels projected for the exterior truck activities. A noise level of 80 dBA produced continually for a period of eight hours during the day would be 75 dBA at a distance of 50 feet. The 65 dBA CNEL noise level would fall at a distance of 158 feet. Therefore, Mitigation Measure 4.7-2a would be required to ensure that industrial uses proposed within this distance would not exceed the City's noise standards. The analysis determined that the *General Plan EIR* mitigation measures (Mitigation Measure 4.7-2a) for site operations would reduce potentially significant impacts on new proposed development to less than significant levels.⁴

³ *General Plan EIR* Page 5.7-34.

⁴ *General Plan EIR* Page 7.7-37.

A primary goal of the Specific Plan is to update the land uses, regulations, and development standards and to promote orderly and compatible growth in the newly annexed areas as well as older areas within the Specific Plan, which when implemented, would effectively safeguard against noise. The Specific Plan proposes the development of industrial and commercial uses in an area that is currently and developed with industrial, commercial, and residential uses. As such, the increase in ambient noise levels is anticipated to generate noise levels similar to the surrounding developments. Specific Plan Update areas where new development would abut sensitive uses such as residences, the Specific Plan includes design guidelines and development standards that are aimed at reducing impacts, including building orientation, wall placement, lot dimensions, maximum intensity, outdoor storage, setbacks, buffers, edge conditions, and landscaping. By providing the necessary regulatory and design guidance, the proposed project ensures that future development of parcels within the Specific Plan Update area implements the goals and policies of the *General Plan* Noise Element. Any new stationary noise source (i.e., generators, air compressors, loading bays, pumps, etc.) would be required to provide adequate sound attenuation such that City noise standards are achieved. Compliance with the City's standards and implementation of Mitigation Measure 4.7-2a would reduce potential stationary source noise impacts to less than significant levels.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.7-2a No new industrial facilities shall be constructed within 160 feet of any existing sensitive land use property line without the preparation of a dedicated noise analysis. This analysis shall document the nature of the industrial facility as well as "noise producing" operations associated with that facility. Furthermore, the analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify very specific measures to be employed by the industrial facility to ensure that these levels do not exceed those City noise requirements of 65 dBA CNEL. Such measures could include, but are not limited to, the use of enclosures for noisy pieces of equipment, the use of noise walls and/or berms for exterior equipment and/or on-site truck operations, and/or restrictions on hours of operations. No development permits or approval of land use applications shall be issued until the noted acoustic analysis is received and approved by the City Staff. [GPEIR MM N-10]

LONG-TERM MOBILE NOISE

Threshold: *Would the Project:*

- *Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
- *Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact 4.7-3

*Potential future development in the Specific Plan Update area facilitated by the proposed project could permanently increase ambient noise levels from mobile sources (vehicular traffic and rail), in excess of established standards. **Determination: Significant and Unavoidable Impact.***

Existing Traffic Noise

The following analysis compares the “Existing” condition to the “Existing Plus Project” condition. There are often circumstances in which an “Existing Plus Project” analysis would result in only a hypothetical comparison of impacts which would not occur. There may, for example, be circumstances in which a project is not expected to become operational for several years. During the period after the environmental analysis is prepared, and before the project becomes operational, there may be reason to believe that traffic conditions would change due to regional or area wide growth, or planned and funded traffic improvements, to name a few. In those instances, there may be reason to believe that an “Existing Plus Project” analysis would be less accurate than an analysis that takes into account the reasonably foreseeable interim changes in the environment, versus assuming static environmental conditions.

According to the *Traffic Impact Analysis*, the proposed project would generate 219,929 daily vehicle trips; refer to [Appendix K, Traffic Analysis](#). Traffic volumes were analyzed under the “Existing” and “Existing Plus Project” conditions. [Table 4.7-5, Existing Noise Scenarios](#), depicts the Existing noise scenario and the “Existing Plus Project” scenario. As indicated in [Table 4.7-5](#) under the “Existing” scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 55.3 dBA to 70.2 dBA. The highest noise levels under “Existing” conditions would occur along Mulberry Avenue, between Philadelphia Avenue and SR_60. Under the “Existing Plus Project” scenario noise levels at a distance of 100 feet from the centerline would range from approximately 58.1 dBA to 73.1 dBA. [Table 4.7-5](#) also compares the “Existing” scenario to the “Existing Plus Project” scenario. The proposed project would increase noise levels on the surrounding roadways by a maximum of 6.7 dBA along Cherry Avenue, between Slover Avenue and Jurupa Street. The existing noise levels along this segment are 64.9 dBA. An increase of 6.7 dBA would represent a potentially significant impact.

**Table 4.7-5
Existing Noise Scenarios**

Roadway Segment	Existing Conditions		Existing Plus Project		Difference in dBA @ 100 Feet from Roadway	Potentially Significant Impact?
	ADT	dBA CNEL @ 100 Feet from Roadway Centerline	ADT	dBA CNEL @ 100 Feet from Roadway Centerline		
Armstrong Road						
SR-60 to Sierra Avenue	19,299	65.9	20,323	66.1	0.2	No
Beech Boulevard						
Slover Avenue to Jurupa Street	4,276	58.2	9,177	61.6	3.4	No

Table 4.7-5 (continued)
Existing Noise Scenarios

Roadway Segment	Existing Conditions		Existing Plus Project		Difference in dBA @ 100 Feet from Roadway	Potentially Significant Impact?
	ADT	dBA CNEL @ 100 Feet from Roadway Centerline	ADT	dBA CNEL @ 100 Feet from Roadway Centerline		
Cherry Avenue						
San Bernardino Avenue to Valley Boulevard	16,528	67.5	60,416	73.1	5.6	Yes
Slover Avenue to Jurupa Street	11,810	64.9	55,289	71.6	6.7	Yes
Citrus Avenue						
I-10 to Santa Ana Avenue	7,916	60.9	24,301	65.8	4.9	Yes
San Bernardino Avenue to Valley Boulevard	16,138	65.3	39,256	69.2	3.9	Yes
Santa Ana Avenue to Jurupa Street	7,916	60.9	16,917	64.2	3.3	Yes
East Airport Drive						
I-15 to Etiwanda Avenue	6,867	62.8	25,157	68.5	5.7	Yes
Etiwanda Avenue						
Jurupa Street to Philadelphia Avenue	14,941	65.9	16,855	66.4	3.6	Yes
Philadelphia Avenue to SR-60	18,873	69.1	19,693	69.3	0.2	No
San Bernardino Avenue to Valley Boulevard	16,571	66.7	21,099	67.7	1.0	No
Slover Avenue to Jurupa Street	18,393	66.9	27,141	68.6	1.7	Yes
Fourth Street						
I-15 to Etiwanda Avenue	11,558	66.1	12,060	66.3	0.2	No
Jurupa Street						
Cherry Avenue to Citrus Avenue	15,891	66.1	41,518	70.3	4.2	No
Citrus Avenue to Sierra Avenue	12,182	65.0	31,178	69.1	4.1	No
Etiwanda Avenue and Mulberry Avenue	11,803	65.0	36,817	69.9	4.9	Yes
I-15 to Etiwanda Avenue	26,207	69.4	42,439	71.5	2.1	No
Mulberry Avenue to Cherry Avenue	14,118	65.7	36,535	69.8	4.1	Yes
Mulberry Avenue						
Jurupa Street to Philadelphia Avenue	11,661	65.9	18,679	68.0	2.1	Yes
Philadelphia Avenue to SR-60	24,479	70.2	30,505	71.2	1.0	No
Slover Avenue and Jurupa Street	6,095	63.3	11,860	66.2	2.9	No
Philadelphia Avenue						
Etiwanda Avenue to Country Village Drive	1,674	55.3	3,212	58.1	2.8	No
I-15 to Etiwanda Avenue	3,039	59.2	3,381	59.7	0.5	No
San Bernardino Avenue						
Cherry Avenue to Fontana Avenue	7,591	63.3	8,177	63.6	0.3	No
Etiwanda Avenue and Cherry Avenue	10,591	65.9	11,093	66.1	0.2	No

Table 4.7-5 (continued)
Existing Noise Scenarios

Roadway Segment	Existing Conditions		Existing Plus Project		Difference in dBA @ 100 Feet from Roadway	Potentially Significant Impact?
	ADT	dBA CNEL @ 100 Feet from Roadway Centerline	ADT	dBA CNEL @ 100 Feet from Roadway Centerline		
Sierra Avenue						
Jurupa Street to Armstrong Road	19,299	68.1	21,144	68.5	0.4	No
Slover Avenue to Jurupa Street	21,789	68.6	20,789	68.4	-0.2	No
Slover Avenue						
Cherry Avenue to Citrus Avenue	11,207	66.0	27,299	69.9	3.9	Yes
Citrus Avenue to Sierra Avenue	11,243	64.9	29,659	69.1	4.2	Yes
Etiwanda Avenue and Mulberry Avenue	9,941	64.3	27,689	68.7	4.4	Yes
Mulberry Avenue to Cherry Avenue	9,176	65.1	23,749	69.3	4.2	Yes
Valley Boulevard						
Cherry Avenue to Fontana Avenue	10,535	64.6	15,111	66.2	1.6	No
Citrus Avenue and Sierra Avenue	10,292	63.3	12,558	64.1	0.8	No
Etiwanda Avenue to Cherry Avenue	13,917	65.8	16,337	66.5	0.7	No
Fontana Avenue to Citrus Avenue	10,732	64.8	15,948	66.5	1.7	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: <i>Draft Southwest Industrial Park (SWIP) Project Traffic Analysis</i> , prepared by RBF Consulting on September 29, 2011						

Forecast 2030 Traffic Noise

Potential future development within the proposed project could cause permanent increases in ambient noise levels, both within and outside the Specific Plan Update area, from mobile sources (i.e., vehicular traffic to/from the area), and from increased rail operations, that could exceed the City's noise standards. The "2030 Without Project" and "2030 With Project" scenarios were compared for long-term traffic noise conditions. As previously discussed, an increase of five dBA or greater in noise levels occurring from project-related activities would be significant when the "Without Project" noise level is below 60 dBA CNEL. An increase of three dBA or greater in noise levels occurring from project-related activities would be significant when the "Without Project" noise level is between 60 to 65 dBA CNEL. Finally, an increase of 1.5 dBA or greater would be significant if the "Without Project" noise level is above 65 dBA CNEL.

In Table 4.7-6, *Future Noise Scenarios*, the noise level (dBA at 100 feet from centerline) depicts what would typically be heard 100 feet perpendicular to the roadway centerline. As indicated in Table 4.7-6 under the "2030 Without Project" scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 56.2 dBA to 71.1 dBA. The highest noise levels under the "2030 Without Project" conditions occur along Mulberry Avenue (between Philadelphia Avenue and SR 60). Under the "2030 With Project" scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 58.6 dBA to 73.4 dBA. The highest noise levels under future with project conditions would occur along Cherry Avenue (between San Bernardino Avenue and Valley Boulevard).

**Table 4.7-6
Future Noise Scenarios**

Roadway Segment	2030 Without Project		2030 With Project		Difference in dBA @ 100 Feet from Roadway	Potentially Significant Impact?
	ADT	dBA CNEL @ 100 Feet from Roadway Centerline	ADT	dBA CNEL @ 100 Feet from Roadway Centerline		
Armstrong Road						
SR-60 to Sierra Avenue	23,784	66.8	24,808	67.0	0.2	No
Beech Boulevard						
Slover Avenue to Jurupa Street	5,270	59.2	10,171	62.0	2.8	No
Cherry Avenue						
San Bernardino Avenue to Valley Boulevard	20,036	68.3	64,194	73.4	5.1	Yes
Slover Avenue to Jurupa Street	14,555	65.8	58,034	71.8	6.0	Yes
Citrus Avenue						
I-10 to Santa Ana Avenue	9,756	61.8	26,141	66.1	4.3	Yes
San Bernardino Avenue to Valley Boulevard	19,888	66.2	43,006	69.6	3.4	Yes
Santa Ana Avenue to Jurupa Street	8,306	61.1	18,483	64.6	3.5	Yes
East Airport Drive						
I-15 to Etiwanda Avenue	8,463	63.8	26,753	68.8	5.0	Yes
Etiwanda Avenue						
Jurupa Street to Philadelphia Avenue	18,413	66.8	20,327	67.3	0.5	No
Philadelphia Avenue to SR-60	23,259	70.0	24,079	70.1	0.1	No
San Bernardino Avenue to Valley Boulevard	20,422	67.6	24,950	68.4	0.8	No
Slover Avenue to Jurupa Street	22,667	67.8	30,415	69.1	1.3	No
Fourth Street						
I-15 to Etiwanda Avenue	14,244	67.0	14,746	67.2	0.2	No
Jurupa Street						
Cherry Avenue to Citrus Avenue	19,584	67.0	45,211	70.6	3.6	Yes
Citrus Avenue to Sierra Avenue	15,013	65.9	34,009	69.4	3.5	Yes
Etiwanda Avenue and Mulberry Avenue	14,546	65.9	39,560	70.3	4.4	Yes
I-15 to Etiwanda Avenue	32,297	70.3	48,529	72.1	1.8	Yes
Mulberry Avenue to Cherry Avenue	17,399	66.6	38,816	70.2	3.6	Yes
Mulberry Avenue						
Jurupa Street to Philadelphia Avenue	14,371	66.8	21,389	68.6	1.8	Yes
Philadelphia Avenue to SR-60	30,168	71.1	36,194	71.9	0.8	No
Slover Avenue and Jurupa Street	7,511	64.2	13,276	66.7	2.5	No
Philadelphia Avenue						
Etiwanda Avenue to Country Village Drive	2,063	56.2	3,601	58.6	2.4	No
I-15 to Etiwanda Avenue	3,745	60.1	4,087	60.5	0.4	No

**Table 4.7-6 (continued)
Future Noise Scenarios**

Roadway Segment	2030 Without Project		2030 With Project		Difference in dBA @ 100 Feet from Roadway	Potentially Significant Impact?
	ADT	dBA CNEL @ 100 Feet from Roadway Centerline	ADT	dBA CNEL @ 100 Feet from Roadway Centerline		
San Bernardino Avenue						
Cherry Avenue to Fontana Avenue	9,355	64.2	9,941	64.5	0.3	No
Etiwanda Avenue and Cherry Avenue	13,052	66.8	13,554	66.9	0.1	No
Sierra Avenue						
Jurupa Street to Armstrong Road	24,796	69.2	25,820	69.4	0.2	No
Slover Avenue to Jurupa Street	26,853	69.5	25,853	69.3	-0.2	No
Slover Avenue						
Cherry Avenue to Citrus Avenue	13,811	66.9	29,903	70.3	3.4	Yes
Citrus Avenue to Sierra Avenue	13,856	65.8	35,272	69.8	4.0	Yes
Etiwanda Avenue and Mulberry Avenue	12,251	65.2	29,999	69.1	3.9	Yes
Mulberry Avenue to Cherry Avenue	11,308	66.0	25,881	69.3	3.3	Yes
Valley Boulevard						
Cherry Avenue to Fontana Avenue	12,983	65.5	17,559	66.8	1.3	No
Citrus Avenue and Sierra Avenue	12,684	64.2	14,950	64.9	0.7	No
Etiwanda Avenue to Cherry Avenue	17,151	66.7	19,571	67.3	0.6	No
Fontana Avenue to Citrus Avenue	13,226	65.7	18,442	67.1	1.4	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: <i>Draft Southwest Industrial Park (SWIP) Project Traffic Analysis</i> , prepared by RBF Consulting on September 29, 2011						

Table 4.7-6 also compares the “2030 Without Project” scenario to the “2030 With Project” scenario. The proposed project would increase noise levels on the surrounding roadways by a maximum of 6.0 dBA along Cherry Avenue (between Slover Avenue and Jurupa Street) with noise levels greater than 65 dBA. As indicated in Table 4.7-6 and stated under the *Significance Criteria*, a majority of the roadway noise levels resulting from the proposed project would result in potentially significant impacts.

Due to the conceptual nature of the proposed land uses, future development projects would have to be further evaluated on a project-by-project basis to determine potential mobile noise impacts on sensitive receptors. Siting of new development would be required to consider proximity to noise sources such as freeway and rail traffic. The existing *General Plan* land use designations locate industrial development within the areas abutting I-10 and the Southern Pacific Railroad. The proposed project is designed to focus industrial development into a defined area to minimize impacts and capitalize on the adjacent transportation corridors. By providing the necessary regulatory and design guidance, the proposed project ensures that future development of parcels within the Specific Plan Update area implements the goals and policies of the *General Plan* Noise Element. The cumulative effect of the proposed project buildout could also warrant sound

attenuation of sensitive receptors located along major arterials, especially in areas where residential development exists.

General Plan EIR Table 5.7-7, Year 2030 Traffic Volumes and Resultant Noise Levels Along Major Roadways Subject to Potentially Significant Change, presents those routes with the potential for significant increase in noise due to area growth anticipated under the proposed *General Plan*. As indicated in Table 5.7-7 of the *General Plan EIR*, various roadways within the City, including some within the Specific Plan Update area, would experience potentially significant (5 dBA or greater) increases in noise levels. The *General Plan EIR* also concluded the impact on existing sensitive land uses due to the increase in future projected traffic volumes is too great to fully mitigate and the impact is expected to remain significant.⁵ Moreover, the *General Plan EIR* concluded the impact from rail operations on sensitive receptors is considered potentially significant for both noise and vibration from passing railroad trains.⁶ All future development within the Specific Plan Update area would be subject to compliance with Mitigation Measures 4.7-3a and 4.7-3b, which would reduce noise impacts on existing and proposed land uses from mobile sources through increased setbacks, attenuation measures, and site-specific noise studies. Mitigation Measure 4.7-3a and 4.3-7b would ensure that new potential development would not exceed the goals of the City General Plan Noise Element and reduce vibration from railroad sources to a less than significant level. However, as no specific development is proposed at this time, future noise impacts from mobile sources cannot be determined. Therefore, future mobile noise source impacts as a result of the proposed project would be significant and unavoidable.

Airport Noise

The Ontario International Airport is approximately 11 miles to the west. The proposed project is not located within the 60 Ldn contour line of either public airport, and would not likely be significantly affected by overhead aircraft noise. The proposed project would not expose people residing or working in the Specific Plan Update area to excessive aircraft noise levels. It should also be noted that the City is participating in the preparation of the Ontario Airport Environs Land Use Plan which includes mitigation for airport noise. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.7-3a With respect to the proposed land uses, developers may specify increased setbacks such that they do not lie within the 65 dBA CNEL overlay zone residential and noise sensitive land uses depicted in the Proposed General Plan or the distances to both the MetroLink and Union Pacific Railroad tracks discussed in Section 5.4.3 (*Railroad Noise Impacts on New, Proposed Land Uses*) [Section 5.4.3 of the General Plan EIR].

⁵ General Plan EIR Page 5.7-37.

⁶ General Plan EIR Page 5.7-33.

This would ensure that any proposed land uses do not exceed the goals of the City General Plan Noise Element and would also ensure that any railroad vibration is reduced to less than a significant level. [GPEIR MM N-3]

- 4.7-3b Prior to issuance of a grading permit, a developer shall contract for a site-specific noise study for the parcel. The noise study shall be performed by an acoustic consultant experienced in such studies and the consultant's qualifications and methodology to be used in the study must be presented to City staff for consideration. The site-specific acoustic study shall specifically identify potential noise impacts upon any proposed sensitive uses (addressing General Plan buildout conditions), as well as potential project impacts upon off-site sensitive uses due to construction, stationary and mobile noise sources. Mitigation for mobile noise impacts, where identified as significant, shall consider facility siting and truck routes such that project-related truck traffic utilizes existing established truck routes. Mitigation shall be required if noise levels exceed 65 dBA, as identified in Section 30-182 of the City's Municipal Code. [GPEIR MM N-5]

4.7.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an

approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.⁷

The cumulative mobile noise analysis is conducted in a two step process. First, the combined effects from both the proposed project and identified cumulative development are compared. Second, for combined effects that are determined to be cumulatively significant, the project's incremental effects then are analyzed. The project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to "existing" conditions. This comparison accounts for the traffic noise increase from the project generated in combination with traffic generated by identified cumulative development cited above. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effects: The cumulative with project noise level ("2030 With Project") causes the following:

- An increase of the existing noise level by 5 dBA or more, where the existing level is less than 60 dBA CNEL;
- An increase of the existing noise level by 3 dBA or more, where the existing level is 60 to 65 dBA CNEL; or
- An increase of the existing noise level by 1.5 dBA or more, where the existing level is greater than 65 dBA CNEL.

Although there may be a significant noise increase due to the proposed project in combination with identified cumulative development (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects: The "2030 With Project" causes a 1 dBA increase in noise over the "2030 Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only proposed projects and growth due to occur in the general vicinity of the project site would contribute to cumulative noise impacts. Table 4.7-7, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing Without Project", "2030 Without Project", and "2030 With Project", including incremental and net cumulative impacts.

⁷ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.

First, it must be determined whether the Cumulative With Project Increase Above Existing Conditions (*Combined Effects*) is exceeded. Per Table 4.7-7, this criteria is exceeded along a majority of the Specific Plan Update area roadways. Under the *Incremental Effects* criteria, cumulative noise impacts are defined by determining if the ambient (2030 Without Project) noise level is increased by 1 dBA or more. Per Table 4.7-7, this criteria is exceeded along a majority of the Specific Plan Update area roadways.

Cumulative noise impacts are discussed in the *General Plan EIR*. Cumulative traffic volumes from both local growth, as well as vehicles passing through the Specific Plan Update area were concluded to be less than significant with implementation of *General Plan EIR* mitigation measures (some of which are outlined above). Industrial activities associated with future development could also cause local noise level increases. These two activities together would result in higher noise levels than considered separately; however, the expected combined cumulative effect within the proposed project would be reduced by recommended Mitigation Measures 4.7-1a through 4.7-3c. Furthermore, the Specific Plan Update proposes the development of industrial and commercial uses in an area that currently is similar and developed with industrial, commercial, and residential uses. As such, the increase in ambient noise levels is anticipated to generate noise levels similar to the surrounding developments. For area where new development would abut sensitive uses such as residences, the Specific Plan Update includes design guidelines and development standards that are aimed at reducing impacts, including building orientation, wall placement, lot dimensions, maximum intensity, outdoor storage, setbacks, buffers, edge conditions, and landscaping.

Based on the results of Table 4.7-7, the maximum noise increase for combined effects criteria would be 6.9 dBA. As previously discussed, under the “2030 With Project” scenario noise levels at a distance of 100 feet from the centerline for both East Airport Drive (between I-15 and Etiwanda Avenue) and Slover Avenue (between Mulberry Avenue and Cherry Avenue) are 68.8 dBA and 69.6 dBA, respectively. The maximum noise increase for incremental effects criteria would be 6.0 dBA. As previously discussed, under the “2030 With Project” scenario noise levels at a distance of 100 feet from centerline for Slover Avenue (between Mulberry Avenue and Cherry Avenue) are 69.6 dBA. Both the 68.8 dBA and 69.6 dBA noise levels are above the City’s standard of 65 dBA for residential exterior land uses. Therefore, roadway segments would result in significant impacts, as a majority of roadways within the Specific Plan Update area would exceed both the combined and incremental effects criteria. The proposed project would result in cumulatively considerable long-term mobile noise impacts based on project generated traffic as well as cumulative and incremental noise levels.



**Table 4.7-7
Cumulative Noise Scenario**

Roadway Segment	Existing Without Project	2030 Without Project	2030 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA Between “Existing Without Project” and ‘2030 With Project”	Difference In dBA between “2030 Without Project” and ‘2030 With Project”	
Armstrong Road						
SR-60 to Sierra Avenue	65.9	66.8	67.0	1.1	0.2	No
Beech Boulevard						
Slover Avenue to Jurupa Street	58.2	59.2	62.0	3.8	2.8	No
Cherry Avenue						
San Bernardino Avenue to Valley Boulevard	67.5	68.3	73.4	5.9	5.1	Yes
Slover Avenue to Jurupa Street	64.9	65.8	71.8	6.9	6.0	Yes
Citrus Avenue						
I-10 to Santa Ana Avenue	60.9	61.8	66.1	5.2	4.3	Yes
San Bernardino Avenue to Valley Boulevard	65.3	66.2	69.6	4.3	3.4	Yes
Santa Ana Avenue to Jurupa Street	60.9	61.1	64.6	3.7	3.5	Yes
East Airport Drive						
I-15 to Etiwanda Avenue	62.8	63.8	68.8	6.0	5.0	Yes
Etiwanda Avenue						
Jurupa Street to Philadelphia Avenue	65.9	66.8	67.3	1.4	0.5	No
Philadelphia Avenue to SR-60	69.1	70.0	70.1	1.0	0.1	No
San Bernardino Avenue to Valley Boulevard	66.7	67.6	68.4	1.7	0.8	Yes
Slover Avenue to Jurupa Street	66.9	67.8	69.1	2.2	1.3	Yes
Fourth Street						
I-15 to Etiwanda Avenue	66.1	67.0	67.2	1.1	0.2	No
Jurupa Street						
Cherry Avenue to Citrus Avenue	66.1	67.0	70.6	4.5	3.6	Yes
Citrus Avenue to Sierra Avenue	65.0	65.9	69.4	4.4	3.5	Yes



**Table 4.7-7 (continued)
Cumulative Noise Scenario**

Roadway Segment	Existing Without Project	2030 Without Project	2030 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA Between "Existing Without Project" and "2030 With Project"	Difference In dBA between "2030 Without Project" and "2030 With Project"	
Etiwanda Avenue and Mulberry Avenue	65.0	65.9	70.3	5.3	4.4	Yes
I-15 to Etiwanda Avenue	69.4	70.3	72.1	2.7	1.8	Yes
Mulberry Avenue to Cherry Avenue	65.7	66.6	70.2	4.5	3.6	Yes
Mulberry Avenue						
Jurupa Street to Philadelphia Avenue	65.9	66.8	68.6	2.7	1.8	Yes
Philadelphia Avenue to SR-60	70.2	71.1	71.9	1.7	0.8	No
Slover Avenue and Jurupa Street	63.3	64.2	66.7	3.4	2.5	Yes
Philadelphia Avenue						
Etiwanda Avenue to Country Village Drive	55.3	56.2	58.6	3.3	2.4	No
I-15 to Etiwanda Avenue	59.2	60.1	60.5	1.3	0.4	No
San Bernardino Avenue						
Cherry Avenue to Fontana Avenue	63.3	64.2	64.5	1.2	0.3	No
Etiwanda Avenue and Cherry Avenue	65.9	66.8	66.9	1.0	0.1	No
Sierra Avenue						
Jurupa Street to Armstrong Road	68.1	69.2	69.4	1.3	0.2	No
Slover Avenue to Jurupa Street	68.6	69.5	69.3	0.7	-0.2	No
Slover Avenue						
Cherry Avenue to Citrus Avenue	66.0	66.9	70.3	4.3	3.4	Yes
Citrus Avenue to Sierra Avenue	64.9	65.8	69.8	4.9	4.0	Yes
Etiwanda Avenue and Mulberry Avenue	64.3	65.2	69.1	4.8	3.9	Yes
Mulberry Avenue to Cherry Avenue	65.1	66.0	69.6	4.5	3.6	Yes

**Table 4.7-7 (continued)
Cumulative Noise Scenario**

Roadway Segment	Existing Without Project	2030 Without Project	2030 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA Between “Existing Without Project” and ‘2030 With Project”	Difference In dBA between “2030 Without Project” and ‘2030 With Project”	
Valley Boulevard						
Cherry Avenue to Fontana Avenue	64.6	65.5	66.8	2.2	1.3	No
Citrus Avenue and Sierra Avenue	63.3	64.2	64.9	1.6	0.7	No
Etiwanda Avenue to Cherry Avenue	65.8	66.7	67.3	1.5	0.6	Yes
Fontana Avenue to Citrus Avenue	64.8	65.7	67.1	2.3	1.4	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: <i>Draft Southwest Industrial Park (SWIP) Project Traffic Analysis</i> , prepared by RBF Consulting on September 29, 2011.						

4.7.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in a significant and unavoidable impact for the following areas:

- Long-Term Mobile Noise Impacts – As indicated in [Table 4.7-5](#) and [Table 4.7-6](#) and stated under the *Significance Criteria*, a majority of the existing plus project and long-term mobile roadway noise levels resulting from the proposed project would result in potentially significant impacts. As no specific development is proposed at this time, future noise impacts from mobile sources cannot be determined. Therefore, future mobile noise source impacts as a result of the proposed project would be significant and unavoidable.
- Cumulative Mobile Noise Impacts – Based on the results of [Table 4.7-7](#), the maximum noise increase for combined effects criteria would be 6.9 dBA. As previously discussed, under the “2030 With Project” scenario noise levels at a distance of 100 feet from the centerline for both East Airport Drive (between I-15 and Etiwanda Avenue) and Slover Avenue (between Mulberry Avenue and Cherry Avenue) are 68.8 dBA and 69.6 dBA, respectively. The maximum noise increase for incremental effects criteria would be 6.0 dBA. As previously discussed, under the “2030 With Project” scenario noise levels at a distance of 100 feet from centerline for Slover Avenue (between Mulberry Avenue and Cherry Avenue) are 69.6 dBA. Both the 68.8 dBA and 69.6 dBA noise levels are above the City’s standard of 65 dBA for residential exterior land uses. Therefore, roadway



segments would result in significant impacts, as a majority of roadways within the Specific Plan Update area would exceed both the combined and incremental effects criteria. The proposed project would result in long-term mobile noise impacts based on project generated traffic as well as cumulative and incremental noise levels.

If the City of Fontana approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.



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Public Services, Utilities and Infrastructure

Section 4.8

4.8.1 INTRODUCTION

The following section addresses existing conditions and potential project impacts related to public services, utilities, and infrastructure. Included is a discussion of the project's potential to affect law enforcement and fire protection services; public education; libraries; recreation services; electricity, natural gas, and solid waste services; water supply and wastewater treatment; and, storm water drainage facilities.

4.8.2 EXISTING REGULATORY SETTING

Applicable Federal, State, and local regulatory policies and law that apply to Public Services, Utilities and Infrastructure are discussed below.

4.8.3 EXISTING ENVIRONMENTAL SETTING

LAW ENFORCEMENT

The City of Fontana Police Department provides the primary law enforcement services for the project area. The Fontana Police Department currently has 180 sworn positions and 90 non-sworn positions.¹ The Fontana Police Department headquarters is located at 17005 Upland Avenue, just east of City Hall. The Police Department also operates the Southridge Contact Station at the southwest corner of Live Oak Avenue and Village Drive at 11500 Live Oak Avenue (within the San Bernardino County Fire Department Station 74). This Contact Station is used by officers for reporting but is not staffed. The Fontana Police Department also operates the Summit Heights (north Fontana) Contact Station and a Contact Station at 17122 Slover Avenue, within the Palm Court Shopping Center.

The City is currently pursuing an expansion of its primary police facility. The objective of this project is to expand usable space within the Police Department for the next five to ten years, plus build an underground shooting range. The current 26,000 square foot underground parking garage and adjacent office areas will be remodeled to expand the locker rooms, weight room, report writing area, sergeant's office, and property/evidence storage area; to create a new ingress/egress to access the jail from the street; and to add new storage areas, shooting range, armory, and office space. This will be the first major renovation and addition of space since the facility's occupancy in 1988 and will allow the return of personnel to the main facility who are currently being housed off site. The proposed budget includes \$3.15 million to complete funding of this project; \$3 million as part of Capital Reinvestment from the proceeds of the sale of the Park and Ride property, and \$150,000 from the Police Capital Facilities Fund. The City collects

¹ Fontana Police Department, *2010 Annual Report*, 2010.



Development Fees on behalf of the Police Department in the amounts of \$.526 per square foot of commercial development, \$.131 per square foot of industrial development, and \$.698 per square foot of public facility development.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

In July 2005, the San Bernardino County Board of Supervisors (BOS) initiated the reorganization of its fire service operations. In response to the County BOS's plan to reorganize its fire service operations, the Fontana City Council initiated and subsequently filed with the San Bernardino Local Agency Formation Commission (LAFCO) an alternative proposal for the provision of fire protection services by proposing the creation of a subsidiary district and appointment of the City Council as the governing body of the new district. The service boundary includes Fontana's corporate limits and the County areas within the City's Sphere of Influence. As of July 2008, the Fontana Fire Protection District (FFPD) has assumed the responsibilities provided by the County of San Bernardino and operates two stations near the SWIP Specific Plan Update area. The City contracts with the San Bernardino County Fire Department for specific fire and emergency services.

Two FFPD stations are located within the project site vicinity. Fire Station 72 is located at 15380 San Bernardino Avenue, approximately one-quarter mile north of the Specific Plan Update area. The Station is staffed with a captain, fire engineer, and a firefighter paramedic. Station 72 is equipped with a fire engine and a brush engine.²

Fire Station 74 is located at 11500 Live Oak Avenue, approximately one-quarter mile south of the project site. The Station is staffed with a captain, a fire engineer, a firefighter paramedic, and a firefighter. Station 74 is equipped with a fire engine and a technical rescue vehicle.³

The FFPD has a goal to respond to 90 percent of all urban calls within six minutes. The six-minute response time includes the time from the emergency call to first arrival on the scene, and includes time for call processing, dispatch, preparation, and travel time. The current average response time to any area within the City is four to five minutes. In general, the FFPD's goal is to travel to the scene within four minutes, which is consistent with the City's *General Plan* guidelines.

The City collects Development Fees on behalf of the FFPD in the amounts of \$.25 per square foot of commercial development and \$.10 per square foot of industrial development.

PUBLIC EDUCATION

The Fontana Unified School District (FUSD) provides educational services to the City of Fontana (including the project site) and surrounding unincorporated areas of San Bernardino

² Phone conversation between RBF Consulting and Fontana Fire Protection District, September 21, 2009.

³ Ibid.



County. The District operates a total of 45 schools, including 29 elementary schools, seven middle schools, and five high schools.⁴

Although the majority of the Specific Plan Update area is developed with commercial and industrial uses, numerous single-family residential units exist throughout the project site. Specifically, the project would be served by the following schools:

- **Poplar Elementary School.** Poplar Elementary School is located approximately one-half mile north of the project site at 9937 Poplar Avenue, Fontana. This school would serve any area of the project site north of Interstate 10 (I-10). Poplar has a capacity of 867 students.
- **Chaparral Elementary School.** Chaparral Elementary School is located approximately one-quarter mile south of the project site at 14000 Shadow Drive, Fontana. This school would serve any area of the project site south of I-10. Chaparral has a capacity of 493 students.
- **Southridge Middle School.** Southridge Middle School is located approximately one-half mile north of the project site at 14500 Live Oak Avenue, Fontana. This facility would serve the entire project site, and has a capacity of 1,273 students.
- **Henry J. Kaiser High School.** Henry J. Kaiser High School is located within project boundaries at 11155 Almond Avenue, Fontana. Beginning in the 2010-2011 school year, this school would serve any area of the project site west of Beech Avenue. Kaiser High School has a capacity of 2,656 students.
- **Jurupa Hills High School.** Jurupa Hills High School is located immediately adjacent to the eastern project boundary at 10700 Oleander Avenue, Fontana. Jurupa Hills High School opened in August 2010 and has a design capacity of 2,100 students.^{5, 6}

The FUSD collects developer fees for school facilities in the amount of \$0.47 per square foot of commercial and industrial development.⁷

LIBRARY SERVICES

The San Bernardino County Library system provides library services to the unincorporated areas of San Bernardino County and several incorporated cities, including the City of Fontana. Through its own resources and through a joint online library in collaboration with the Riverside County Library, Murrieta Public Library, Moreno Valley Public Library, and College of the Desert, the County's collection currently totals more than 2.3 million items, and includes books,

⁴ Fontana Unified School District Website, <http://www.fusd.net/schools/index.stm>, accessed October 6, 2011.

⁵ Fontana Unified School District, *2010-11 Boundary/Attendance Area Maps*, <http://www.fusd.net/schools/maps.stm>, accessed October 6, 2011.

⁶ Fontana Unified School District, *Facility Master Plan*, May 2004.

⁷ Fontana Unified School District website, <http://www.fusd.net/district/business/Facilities/devfees.stm>, accessed October 6, 2011.



magazines, videos, CDs, DVDs, audio books, and e-books. The County's library resources are housed in 30 branch libraries located throughout the County.⁸

There are two County library facilities in the site vicinity available to serve the project area:

- **Kaiser Branch Library.** Kaiser Branch Library is located on the campus of Henry J. Kaiser High School, within the project site boundaries at 11155 Almond Avenue, Fontana. It is operated jointly by the County and the Fontana Unified School District. In addition to thousands of general interest and reference books, the Kaiser Branch Library boasts an outstanding collection of children's books, complete books on CD-ROM, and over a dozen computers for Internet access.⁹
- **Fontana Lewis Library and Technology Center.** The Fontana Lewis Library and Technology Center is located approximately 2.5 miles northeast of the project site at 8437 Sierra Avenue, Fontana. The regional facility is 93,000 square feet in size, located in the downtown civic center and opened on April 19, 2008. The library features a collection exceeding 142,000 items, 203 public use computers, and a 330-seat auditorium for meeting, lectures, and special presentations.¹⁰

Funding for additional library facilities is provided in part by developer fees imposed on new development. The City collects a Library fee of \$.042 per square foot of non-residential construction.

PARKS AND RECREATION

City of Fontana

The proposed Specific Plan Update area is served on a local level by the City's Community Services and Recreation Department and on a regional level by the County's Regional Parks Department.

Although there are no City parks located within project boundaries, the City's Community Services and Recreation Department operates seven parks situated within one mile of the project site. These facilities consist of the following:¹¹

- **Catawba, Chaparral, Oak, Shadow, and Village Parks:** Catawba, Chaparral, Oak, Shadow, and Village Parks are each located amongst residential development to the south of the project site. These parks are open space/recreational areas with typical park

⁸ San Bernardino County Library Website, <http://www.sbcounty.gov/library/home/default.aspx?page=aboutus/aboutus.ascx&ptitle=About%20Us>, accessed October 6, 2011.

⁹ Fontana Unified School District Website, <http://www.fusd.net/schools/HighSchool/Kaiser/klibrary.stm>, accessed October 6, 2011.

¹⁰ Fontana Library Foundation Website, <http://www.fontanalibrary.org/about.asp>, accessed April 2, 2010.

¹¹ City of Fontana Community Services and Recreation Department website, <http://www.fontana.org/index.aspx?NID=157>, accessed October 6, 2011.



facilities such as ball fields, barbeque facilities, picnic tables, restrooms, and playgrounds.

- **Southridge Park/Don Day Neighborhood Center:** The Don Day Neighborhood Center shares a site with Southridge Park. In addition to the park facilities provided by Southridge Park, the Don Day Neighborhood Center offers a range of courses for families and individuals, including dance, guitar, gymnastics, photography, martial arts, language, and many other educational opportunities. This facility is located south of the project site along Live Oak Avenue.
- **Martin Tudor Jurupa Hills Regional Park.** The Martin Tudor Jurupa Hills Regional Park includes ball fields, barbeque areas, bocce ball and horseshoes, picnic shelters, a swimming pool, hiking trails, and volleyball courts and a nature center. This facility is located approximately one mile southeast of the project site.

In addition to the recreational opportunities described above, residents have limited use of school facilities for recreational activities and sports leagues through existing joint-use agreements with various school districts serving the community, including Fontana Unified School District.

Subsequent to the adoption of the *City of Fontana General Plan*, the City has added numerous neighborhood parks in the vicinity of the project site, as noted above. In addition, it has developed community parks and community centers, including the Fontana Community Park that opened in October 2009, and has several other major park facilities in development stages including the 210 Sports Park, Central Park, and Fernandez Park. Capital investment is allowing the City to continue to increase its total available parkland.

The City currently collects a Park Development fee for residential uses, but not for non-residential uses.

County of San Bernardino

The San Bernardino County County's Regional Parks Department is the overseer for parks and recreation facilities within the County. The largest source of recreational land within the County is publicly-owned open space areas that provide opportunities for outdoor recreation, including water sports, hiking, bicycling, equestrian activities, off-road vehicle activities, camping and fishing. Within more urbanized areas, the County operates regional parks and special district parks. The closest County park facility to the project site is the Cucamonga-Guasti Regional Park. This 150-acre park provides opportunities for fishing, swimming, picnicking, and other related outdoor activities. The park is located in the City of Ontario near the Ontario Airport.¹²

ELECTRICITY

The Southern California Edison Company (SCE) supplies electrical service to the Specific Plan Update area. SCE uses water, wind, solar, geothermal, nuclear, biomass, oil, gas and coal

¹² San Bernardino County Regional Parks Department website, <http://cms.sbcounty.gov/parks/Parks/CucamongaGuastiRegionalPark.aspx> , accessed October 6, 2011.



resources to supply electricity to Southern California. SCE services include all required electrical hook-ups, maintenance, and repairs. Currently, SCE service meets the County's demands for electricity. SCE operates high-tension power lines within the project area through a 300-foot utility easement that parallels the southern side of Jurupa Avenue.¹³ This easement extends through the Jurupa South Industrial District, within the southwestern corner of the project site.

Future development associated with the proposed project would require electrical service from SCE. Per SCE, capacity information is typically not provided for use in public documents. However, SCE is continually assessing future demand as a component of the planning process and has indicated electrical capacity should not affect future development within the Fontana area.¹⁴

NATURAL GAS

Natural gas service for the project area is provided by The Gas Company. The Gas Company operates a planning office within the City of Riverside that maintains information on existing lines, forecasts future needs, and analyzes the size and location of future service pipelines. The Gas Company supplies natural gas to nearly all of southern and central California. The Gas Company's primary sources include the El Paso Natural Gas Company and the Transwestern Pipeline Company.

A gas pipeline (23-inch) is located along the northern edge of the Specific Plan Update area, parallel to the alignment of the Union Pacific Railroad.¹⁵

WATER SUPPLY

The proposed project site lies entirely within the service boundaries of the FWC. FWC is an investor-owned public utility water company subject to the regulatory jurisdiction of the California Public Utilities Commission (CPUC). FWC provides public utility service to most of the City of Fontana and in portions of the cities of Rialto and Rancho Cucamonga, and in adjoining unincorporated areas of San Bernardino County.

The FWC's present water supply sources include: groundwater pumped from the Chino Basin, Lytle Basin, Rialto Basin, and No-Man's Land; surface water diversions from Lytle Creek; imported State Water Project (SWP) water from Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD); and recycled water. The FWC currently derives its water supply from 38 water production wells and a surface water treatment plant.¹⁶

¹³ City of Fontana, *City of Fontana General Plan*, 2003.

¹⁴ City of Fontana, *Plan for Services for the Proposed Annexation of Unincorporated Island Areas*, 2005.

¹⁵ City of Fontana, *City of Fontana General Plan*, 2003.

¹⁶ Fontana Water Company, *Water Supply Assessment for the Southwest Industrial Park Project*, July 2009.



In compliance with Senate Bills (SB) 221 and 610, the Fontana Water Company (FWC) prepared a *Water Supply Assessment (WSA)* to analyze the availability of water to serve the proposed SWIP Specific Plan Update and Annexation Project over a 20 year horizon. The WSA provides a summary of historical water usage and production for its service area (including the proposed project site), with the most recent data reflecting conditions in 2008; refer to Table 4.8-1, *Fontana Water Company Historical Water Usage and Production*.

Table 4.8-1
Fontana Water Company Historical Water Usage and Production

Year	Usage (AF)	Production (AF)
1988	26,315	26,439
1989	28,790	29,363
1990	30,676	30,894
1991	27,420	28,485
1992	28,172	29,666
1993	28,095	31,593
1994	29,552	33,564
1995	30,877	32,445
1996	33,055	36,880
1997	34,882	37,131
1998	32,330	35,015
1999	38,390	41,384
2000	40,983	43,786
2001	40,466	43,098
2002	43,415	45,215
2003	43,646	44,932
2004	45,365	49,426
2005	43,801	47,077
2006	45,698	48,717
2007	46,671	49,101
2008	43,800	47,581
Source: Fontana Water Company, <i>Water Supply Assessment for the Southwest Industrial Park Project</i> , July 2009. AF = acre feet		

As shown above within Table 4.8-1, the FWC's historical production of water has met usage demands for the proposed project site and surrounding service area. Piping for the distribution of potable water is available within the local roadways surrounding and within the Specific Plan Update area, and is sufficient to meet current water supply needs.

The FWC adopted an amended *Urban Water Management Plan (UWMP)* in December 2005. The *UWMP* includes projections of water demand within its service area through 2025; refer to Table 4.8-2, *Projected Peak Water Demands (Baseline Scenario)*.

Table 4.8-2
Projected Peak Water Demands (Baseline Scenario)

Year	2005	2010	2015	2020	2025	2030
Average Day Demand	43.4	48.2	52.7	58.8	62.5	uk
Peak Season Demand	56.4	62.7	68.5	75.1	81.2	uk
Peak Day Demand	73.8	82.0	89.5	98.2	106.2	uk
Source: Fontana Water Company, <i>Urban Water Management Plan</i> , 2005.						

In its *UWMP* the FWC indicated that it would need to develop new sources of water to meet projected demands:

“The Company estimates its groundwater production from the Chino Basin by the Company will comprise about 75% of its total water supplies during future drought conditions. This implies that groundwater pumping capacity in the Chino Basin needs to be planned and designed as 75% of the Company’s maximum day demand. Analysis of the Chino Basin supply capacity indicates that the Company has a current deficiency of 19 million gallons per day (MGD) under drought conditions. The Company needs to construct as least 25 MGD of recommended new wells (Wells F7B, F51A, F51B, F51C, F37B, and three additional wells at a proposed future site) and replacement wells (Plants F21, F30, F35, and F37) and facilities and install a 10 MGD perchlorate treatment facility at Plant F25 to treat Wells F18A, F25A, and F35A in order to overcome the current deficiency, meet year 2010 maximum day demands during drought conditions, and to provide sufficient redundancy during emergency interruptions. In addition, the Company needs to develop an additional 5 MGD of pumping capacity by 2015, an additional 11 MGD by 2020, and an additional 17 MGD by 2025 to meet maximum day demands during drought conditions. Installation of these facilities will provide the Company with the flexibility and reliability required to meet increasing water demands and fire flow requirements.

“Recommended new groundwater production wells will be constructed to produce water from the Chino Basin groundwater basin. The Company expects to install groundwater wells in the Chino Basin to obtain increased future groundwater supply. The Chino Basin is the Company’s largest and most reliable source of groundwater. Furthermore, the Chino Basin has the reliable capacity to supply the additional water required to meet the Company’s demands in the future. Chino Basin appropriators, including the Company, are allowed to extract groundwater, in addition to their allocated 20 amounts, as long as replenishment water (from imported surface water) is purchased. The upgrades to the Company’s Sandhill Surface Water Treatment Plant, slated for completion in 2007, will increase the treatment capacity to 29 MGD. In 2004 the Company received 2,529.85 AFY (December 2004 Water Production Report) of untreated State Water Project water from the San Bernardino Valley Municipal Water District. The upgrades will also allow the Company to receive untreated State Water Project water from the Inland Empire



Utilities Agency for treatment at the Company's expanded and upgraded Sandhill Water Treatment Plant and possibly future treatment plants."¹⁷

The Company has experienced water shortages during drought conditions. The WQMP notes shortages in 2003 and 2004 in the amount of approximately 5,175 gpm. The company is currently pursuing a water conservation program with a goal of reducing demand by 10% in 2009. FWC obtains water from the SWP to supplement ground water and surface water supplies. On December 2, 2009 State officials announced the lowest ever early season allocation for the State Water Project, citing low reservoirs, pumping restrictions and the potential for a fourth consecutive dry winter. Since the certification of the City's *General Plan EIR*, FWC has increase the number of operating wells from 33 to 28, and has completed the expansion of its Sandhill Water Treatment Plant.

WASTEWATER

The proposed Specific Plan Update area is within the sewer service area of the City of Fontana and the IEUA. Fontana is a member agency of the IEUA, which provides the City contracting privileges for off-site collection, treatment, disposal and reuse of wastewater. Previous planning concepts included construction of a treatment plant within the City, which would have required regional sewerage lift station(s) and force main system(s) for serving users within the Specific Plan Update area. However, current planning is now focused on gravity service for most of the project site.

The City is currently updating their *2000 Sewer Master Plan*. The new master plan will consider IEUA wastewater treatment capacity at their reclamation plants that serve the City, and their recycled water delivery system. The new master plan is also performing extensive flow monitoring and investigating flow factors and peaking formulas. Improved capacity projections will optimize sewer life and ensure improvement projects are scheduled in a timely manner.

The existing local wastewater collection system within the SWIP Specific Plan Update area is owned and operated by the City. Primary existing master-planned sewer facilities (which provide service to numerous existing industrial wastewater lines) in the project vicinity are located within Mulberry, Cherry, Beech, and Poplar Avenues from Jurupa Avenue to Slover Avenue; Jurupa Avenue from Live Oak Avenue to Poplar Avenue; and Slover Avenue from Cherry Avenue to Citrus Avenue.¹⁸ The San Bernardino Trunk Sewer Project was completed in April 2009. This project included the construction of approximately 19,600 linear feet of sanitary sewer main from Cypress Avenue to Mulberry Avenue and ties into a regional pump station and force main that is operated by the IEUA. This system diverts existing sewer flows from IEUA's Regional Plant No. 1 to Regional Plant No. 4, which provides an increase in opportunities for recycled water. Areas within project site boundaries that are currently within unincorporated San Bernardino County lack sewer infrastructure.

¹⁷ Fontana Water Company, *Urban Water Management Plan*, December 2005.

¹⁸ City of Fontana, *City of Fontana General Plan*, Figure 8-4, 2003.



On a regional level, two major collection systems owned and operated by the IEUA serve City flows and are located within the southwestern portion of the project site, along Jurupa and Marlay Avenues. These systems collect all wastewater flows from the project area and much of the eastern portion of the City. A City flow control structure at the intersection of Jurupa Avenue /Beech Avenue allows the City to optimize the capacities of each system.

Based on existing land uses within the proposed project site, it is estimated that the average wastewater generation of the site is approximately 1,205,287 gallons per day (GPD), with a peak flow of 2,410,560 GPD.¹⁹

The City imposes a Sewer Expansion Fee on new construction in the amount of \$4,766 per equivalent dwelling unit (EDU) for commercial and industrial facilities. In addition, the City collects a Sewer Connection Fee of \$876.61 per EDU on all commercial and industrial construction.

SOLID WASTE

Solid waste disposal services for the City of Fontana are handled by Burrtec Waste Industries. Burrtec is a private company with a franchise agreement with the City. In addition to solid waste disposal, Burrtec also operates the City's curbside recycling program.²⁰

The Mid-Valley Landfill located in the City of Rialto, adjacent to the City of Fontana. Mid-Valley Landfill is the primary solid waste depository in the area. The landfill is projected to have approximately 34 years of capacity remaining.²¹ The City operates a number of programs to reduce, recycle and properly divert solid waste from the sanitary landfills to meet the State of California's mandate. These programs include, but are not limited to, a permanent Household Hazardous Waste Collection facility; xeriscaping/grass recycling programs; and a Household Material Reuse Center.

STORM WATER DRAINAGE

In 1992 the City developed a *Master Plan of Drainage* for the entire City and the Fontana Sphere of Influence. The study was divided into several areas with additional sub-drainage areas. The drainage areas include: Area North of 1-15, North Fontana, South Fontana, Project 3-3 and Project 3-4. The proposed Specific Plan Update area lies in the South Fontana Drainage Area. This drainage area is located southerly of the West Fontana Channel and northerly of the ridge line of the Jurupa Mountains. This area drains to the San Sevaine Channel via the I-10 channel and the Declez Channel and major storm drains in Randall Avenue, San Bernardino Avenue and Valley Boulevard. Several smaller storm drains join the San Sevaine Channel directly. The San

¹⁹ RBF Consulting, *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, April 2009.

²⁰ David Evans and Associates, Inc., *Plan for Services for the Proposed Annexation of Unincorporated Island Areas*, December 2005.

²¹ City of Fontana, *City of Fontana General Plan*, 2003.



Sevaine and Declez Channels are regional drainage facilities owned and maintained by San Bernardino County Flood Control District (SBCFCD).²²

There are existing reinforced concrete pipe (RCP) storm drains in both Beech and Hemlock Avenue that extend south from Slover Avenue to Jurupa Avenue that drain to Declez Channel. RCP storm drain facilities within the Specific Plan Update area are also located within Mulberry, Cherry, and Citrus Avenues. The City's *Master Plan of Drainage* shows proposed storm drain facilities along Calabash, Banana, Almond, Cherry, Redwood, and Live Oak Avenues. The *Master Plan of Drainage* facilities are planned for 25-year storm events and the combination of the storm drain facilities and the street drainage capacity will provide the required 100-year flood protection.

Currently the City of Fontana has a Storm Drain Development Fee schedule to fund stormwater drainage improvements within the City. The City currently charges between \$4,998 to \$27,684 per net acre of commercial and industrial development, depending on the project location. Stormwater compliance fee ranges from \$350 to \$1,400 (depending on the size of the project) for all new construction inspections.

4.5.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist Form. The Checklist includes the following question relating to public services, utilities, and infrastructure, which has been utilized as the threshold of significance in this section. Accordingly, a significant environmental impact would occur if the Project would:

According to the California State CEQA Guidelines, a project would result in potentially significant environmental effects if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the 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, police protection, schools, parks, storm drains or other public facilities;
- 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;
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

²² RBF Consulting, *Southwest Industrial Park Specific Plan Hydrology and Water Quality Technical Appendix*, April 2009.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- 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 providers existing commitments;
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Comply with federal, state, and local statutes and regulations related to solid waste.

4.8.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

The proposed project would require an amendment to the City's *General Plan* for approval. However, as assumed under the existing *General Plan*, the vast majority of areas within project boundaries would result in industrial development. Thus, a substantial portion of the programmatic analysis and mitigation provided in the *General Plan EIR* is also applicable to the proposed project. In addition, as shown throughout Section 4, *Environmental Analysis* of this Program EIR, the proposed SWIP Specific Plan Update and Annexation would be consistent with the goals and policies of the *General Plan*. Accordingly, analysis and mitigation from the *General Plan EIR* has been incorporated into this Program EIR (where applicable) to maintain consistency with goals and policies for industrial development within the City.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize impacts and associated costs related to public services, utilities, and infrastructure through the following Project Design Features:



1. The project would include design features such as street lighting, roadway improvements, and enhanced site design requirements to improve public safety and minimize the need for additional law enforcement services; refer to Chapters 3 and 4 of the *SWIP Specific Plan Update*.
2. The project would implement a range of roadway infrastructure improvements in the project area, improving emergency response and access; refer to Chapter 3 of the *SWIP Specific Plan Update*.
3. The proposed project would include drought-tolerant landscaping to minimize irrigation requirements; refer to Chapters 6 through 14 of the *SWIP Specific Plan Update*.

LAW ENFORCEMENT

Threshold: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?*

Impact 4.8-1

Future development associated with the proposed project would not significantly increase the demand for law enforcement services and related facilities within or in proximity to the site.
Determination: *Less Than Significant Impact With Mitigation Incorporated.*

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, future development occurring under the Specific Plan Update and Annexation Project may create impacts on law enforcement services.

The City of Fontana Police Department's nearest staffed facility to the project site is the Contact Station at the Palm Court Shopping Center located on the northeast corner of Slover Avenue and Sierra Avenue, approximately one mile east of the project site. Police also currently respond to the area from the police headquarters adjacent to City Hall, approximately 2.75 miles northeast of the site. The City collects Development Fees on behalf of the Police Department in the amounts of \$.526 per square foot of commercial development, \$.131 per square foot of industrial development, and \$.698 per square foot of public facility development.

Public safety improvements, such as street lighting, roadway improvements, and enhanced site design requirements would be implemented as part of the Specific Plan Update, and it is unlikely that any individual future project would result in the need to construct new police facilities. In addition, each project applicant for future development projects would be required to pay developer fees that would ensure that adequate law enforcement services exist in the project area.



Upon implementation of recommended mitigation measures and payment of developer fees, impacts in this regard would be less than significant.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-1a The City shall continue to work towards a ratio of 1.4 sworn officers per 1,000 residents. [GPEIR MM P-1]
- 4.8-1b The Fontana Police Department shall continue to expand its Area Commander Program to more effectively serve specific areas of the City. [GPEIR MM P-2]
- 4.8-1c The Fontana Police Department shall expand its Contact Stations to more effectively serve outlying areas. [GPEIR MM P-3]
- 4.8-1d The Fontana Police Department shall continue its School Resource Officer Program on all current and future middle school campuses. [GPEIR MM P-4]
- 4.8-1e The Fontana Police Department shall continue its extensive volunteer crime prevention programs, including Citizen Volunteers, Explorers, Citizens on Patrol, Neighborhood Watch, Police Reserves, and Community Emergency. [GPEIR MM P-5]
- 4.8-1f The Fontana Police Department shall continue its bilingual incentive program to more effectively serve the Latino community. [GPEIR MM P-6]
- 4.8-1g The City shall maintain an average police and fire response time of 4 to 5 minutes. [GPEIR MM P-7]
- 4.8-1h The City shall continue to promote the establishment of Neighborhood Watch programs in residential neighborhoods, aimed at encouraging neighborhoods to form associations to patrol or watch for any suspicious activity. [GPEIR MM P-8]
- 4.8-1i The City shall incorporate appropriate staffing levels in the annual budget process keyed to City growth in population and employment. [GPEIR MM P-9]

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

Threshold: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?*

Impact 4.8-2

Future development associated with the proposed would not significantly increase the need for fire protection and emergency medical services, resulting in physical impacts upon the environment. Determination: Less Than Significant Impact With Mitigation Incorporated.

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, future development occurring under the Specific Plan Update and Annexation Project may create impacts on fire and emergency medical services.

Two FFPD stations are located within the project site vicinity. Fire Station 72 is located at 15380 San Bernardino Avenue, approximately one-quarter mile north of the Specific Plan Update area. Fire Station 74 is located at 11500 Live Oak Avenue, approximately one-quarter mile south of the project site. To ensure that the provision of fire protection and emergency services is not eroded by future development, all development projects proposed within the Specific Plan Update area would be required to pay the City's Development Fee for fire facilities (\$.25 per square foot of commercial development and \$.10 per square foot of industrial development). These fees would be utilized to fund additional services and improvements that may be required to provide adequate fire protection to the Specific Plan Update area. As such, upon implementation of recommended mitigation measures and the payment of applicable developer fees for fire facilities, impacts in this regard would be less than significant.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-2a The City shall maintain an average fire response time of 4 to 5 minutes. [GPEIR MM FS-1]
- 4.8-2b The City shall continue to maintain an ISO fire rating of Class 3. [GPEIR MM FS-2]
- 4.8-2c The City shall ensure that new fire stations are built in areas of new development so that response times are not eroded. [GPEIR MM FS-3]



PUBLIC EDUCATION

Threshold: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?*

Impact 4.8-3

*Future development associated with the proposed project would not significantly increase the demand for educational services and related facilities in the project area. **Determination: Less Than Significant Impact With Mitigation Incorporated.***

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. However, future industrial, commercial, and office development associated with the project would create substantial employment opportunities within the project area. In turn, this could lead to a population increase within the City and an associated increase in demand for educational services and facilities. The *General Plan EIR* indicates that future buildout of the *General Plan* would result in a significant impact on the City's ability to provide educational services.

As noted previously, school facilities are either available, planned or under construction within the project area and will have sufficient capacity to handle additional numbers of students generated by future development within the project site. As stated within the FUSD's *Facility Master Plan*, the FUSD has adequate new facilities in the planning or construction phase to accommodate future growth.²³ To reduce potential effects of future development on the City's ability to provide public education services, all future development projects within the Specific Plan Update area would be required to pay school impact fees in effect at the time of development. The FUSD collects developer fees for school facilities in the amount of \$0.47 per square foot of commercial and industrial development.

These fees are intended to fully mitigate project impacts on public schools. Accordingly, the project's impact on public school facilities would be less than significant with mitigation incorporated.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-3a Planning and development in the City shall continue to be integrated with the needs of school districts for new facilities. [GPEIR MM S-1]

²³ Fontana Unified School District, *Facility Master Plan*, May 2004.



- 4.8-3b The City shall continue to support local school districts in their efforts to obtain additional funding sources, including special assessment districts and supplementary state and federal funding. [GPEIR MM S-2]
- 4.8-3c The City shall establish and maintain effective joint use agreements with school districts serving the community to achieve optimum, cost effective use of school facilities. [GPEIR MM S-3]
- 4.8-3d The City shall continue to withhold building permits until verification that applicable school fees have been collected by the appropriate school district. [GPEIR MM S-4]
- 4.8-3e The City shall collaborate with school districts in designing adjacent school/recreation facilities to achieve maximum usability and cost effectiveness for both the City and the school districts. [GPEIR MM S-5]
- 4.8-3f The City shall collaborate with school districts in expanding educational opportunities and programs that benefit from City facilities. [GPEIR MM S-6].

LIBRARY SERVICES

Threshold: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?*

Impact 4.8-4

*Future development associated with the proposed Specific Plan Update and Annexation Project would not significantly increase the demand for library services that would require construction of additional library facilities. **Determination:** Less Than Significant Impact With Mitigation Incorporated.*

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, future industrial, commercial, and office development associated with the project would create substantial employment opportunities within the project area. In turn, this could lead to a population increase within the City and an associated increase in demand for library facilities.

As stated above, there are two San Bernardino County Library facilities in the site vicinity that serve the project area: Kaiser Branch Library, located within site boundaries at 11155 Almond Avenue; and Fontana Lewis Library and Technology Center, located approximately 2.5 miles northeast of the project site.



The City collects a Library fee of \$.042 per square foot of non-residential construction. These Library facilities impact fees are collected by the City from new construction projects and would be imposed on any new projects within the project site.

The opening of Jurupa Hills High School, adjacent to the project site's eastern boundary, presents an opportunity for the County to negotiate a joint use agreement with the FUSD for the facility's library without requiring additional new facilities. However, no agreement currently exists and, since no specific development is proposed at this time, it is not possible to determine whether future demand for library services will trigger the need for new facilities. However, as development occurs under the Specific Plan Update, the City-collected library fees would fund improvements to either expand existing library services in the vicinity or construct new facilities as required. Thus, upon payment required fees and implementation of the recommended mitigation, impacts in this regard would be less than significant.

Mitigation Measures:

- 4.8-4a As part of future development and infrastructure projects within the Specific Plan Update area, the City shall continue to explore options to provide additional library service, through FUSD joint use agreements and/or City-sponsored facilities using General Fund or other revenue sources.

PARKS AND RECREATION

Threshold: *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

Or

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?

Impact 4.8-5

Future development associated with the Specific Plan Update and Annexation Project could result in significant impacts related to increased demand for parks and recreation facilities.
Determination: Significant and Unavoidable.

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, future industrial, commercial, and office development associated with the project would create substantial employment opportunities within the project



area. In turn, this could lead to a population increase within the City and an associated increase in demand for parks and recreational facilities.

The proposed Specific Plan Update area is served on a local level by the City's Community Services and Recreation Department and on a regional level by the County's Regional Parks Department. Although there are no City parks located within project boundaries, the City's Community Services and Recreation Department operates seven parks situated within one mile of the project site, consisting of Catawba, Chaparral, Oak, Shadow, and Village Parks, Southridge Park/Don Day Neighborhood Center, and Martin Tudor Jurupa Hills Regional Park. In addition to the recreational opportunities described above, residents have limited use of school facilities for recreational activities and sports leagues through existing joint-use agreements with various school districts serving the community, including Fontana Unified School District.

Subsequent to the adoption of the *City of Fontana General Plan*, the City has added numerous neighborhood parks in the vicinity of the project site, as noted above. In addition, it has developed community parks and community centers, including the Fontana Community Park that opened in October 2009, and has several other major park facilities in development stages including the 210 Sports Park, Central Park, and Fernandez Park. Capital investment is allowing the City to continue to increase its total available parkland.

The City currently collects a Park Development fees for residential uses. However, no Park Development fees are collected for commercial, office, or industrial development.

The proposed project does not include new residential uses. Thus, it is not expected that the payment of Park Development fees would be generated directly by the new commercial, office, and industrial development that would occur under buildout of the Specific Plan Update. No specific development is proposed at this time, and it is not possible to determine whether future demand for park and recreation services will trigger the need for new facilities or whether, in the absence of additional neighborhood and community park facilities in proximity to the project site, existing facilities outside of the site would be accessed by new residents, accelerating their deterioration. The proposed project would not directly result in the payment of any Park Development fees that would ensure that impacts are mitigated. Therefore, at a program level of analysis, future park and recreational facility impacts resulting from future development associated with the project would be significant and unavoidable.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-5a A wide variety of parks and recreation facilities, including regional, community, neighborhood and sub-neighborhood parks, shall be provided throughout the City. [GPEIR MM PR-1]



- 4.8-5b The design of all parks shall meet the particular needs of the specialized populations they serve, such as seniors, young adults, families, and children. [GPEIR MM PR-2]
- 4.8-5c Barrier-free access to all parks shall be provided. [GPEIR MM PR-3]
- 4.8-5d The park standards for the City shall be two-acres per thousand residents for community parks and three-acres per thousand for neighborhood parks. [GPEIR MM PR-4]
- 4.8-5e Each park within the City shall provide a variety of activity options for users, including active and passive uses. [GPEIR MM PR-5]
- 4.8-5f The City shall reevaluate the design of each of its parks as part of the periodic update of its Parks, Recreation, and Trails Master Plan. [GPEIR MM PR-6]
- 4.8-5g Each park within the City shall be evaluated for safety on a periodic basis. [GPEIR MM PR-7]

ELECTRICITY AND NATURAL GAS

Threshold: *Would the project directly increase the demand for electricity and natural gas supply above existing conditions?*

Impact 4.8-6

*Future development associated with the proposed project would not significantly increase the demand for electricity and natural gas supply above existing conditions upon implementation of recommended mitigation measures. **Determination: Less Than Significant Impact With Mitigation Incorporated.***

As stated above, SCE supplies electrical service to the Specific Plan Update area. Future development associated with the proposed project would require electrical service from SCE. SCE is continually assessing future demand as a component of the planning process and has indicated electrical capacity should not affect future development within the Fontana area.²⁴ In addition, natural gas service for the project area is provided by The Gas Company. A gas pipeline (23-inch) is located along the northern edge of the Specific Plan Update area, parallel to the alignment of the Union Pacific Railroad.²⁵

Future development associated with the proposed project would increase the demand for electricity and natural gas supplies within the City. Based on information provided by SCE and The Gas Company, the purveyors would be able to accommodate gas and electricity needs of future development anticipated by the City's *General Plan*. Since the Specific Plan Update and Annexation Project assumes less development intensity for the project site than what is

²⁴ City of Fontana, *Plan for Services for the Proposed Annexation of Unincorporated Island Areas*, 2005.

²⁵ City of Fontana, *City of Fontana General Plan*, 2003.



designated by the City's *General Plan*, it is expected that impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-6a The City should provide growth projections to utility companies periodically as the basis for their projection of facility and service needs to support community development. [GPEIR MM ES-1]
- 4.8-6b The City shall coordinate the installation of utilities so that disruption of public rights of way and private property is kept to a minimum. [GPEIR MM ES-2]
- 4.8-6c The City shall collaborate with utility companies to achieve the maximum undergrounding of utility lines commensurate with available funds. [GPEIR MM ES-3]

WATER

Threshold: *Would the project have sufficient water supplies available to serve the project with existing entitlements and resources or are new or expanded entitlements needed?*

Or

Would the project require or result in the construction of new water facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?

Impact 4.8-7

Future developed associated with the proposed SWIP Specific Plan Update and Annexation Project would not significantly increase the demand for water and related facilities.

Determination: Less Than Significant Impact With Mitigation Incorporated.

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. However, future industrial, commercial, and office development associated with the project would directly increase demand for water within the City. In addition, due to the substantial employment opportunities created by future development, the potential associated population increase could also indirectly increase demand for water.

As stated above, the FWC owns and operates the potable facilities within the proposed project area. In compliance with State requirements, the WSA prepared by FWC for the proposed project includes an analysis of FWC's ability to provide water to meet project demands in



addition to demands throughout its service area over the next 20 years. Based on the WSA, Table 4.8-3, Project Water Demand Estimate at Buildout shows estimated project demand at buildout conditions.

In addition, Table 4.8-4, Future Water Demand in FWC Service Area with Project (Normal Years), shows projected total demand within FWC's service area, assuming the project at buildout.

To meet increasing demand throughout its service area, FWC proposes to continue to utilize its existing sources, which include groundwater pumped from Chino Basin, Lytle Basin, Rialto Basin, and No-Man's Land, surface water from Lytle Creek, recycled water, and imported water from IEUA and SBVMWD. In addition, FWC is anticipated to substantially increase its dry year production from the Chino Basin through construction of four new wells and replacement of four existing wells. FWC would also install wellhead treatment on several existing Chino Basin wells to remove perchlorate contamination to restore groundwater capacity.

Table 4.8-3
Project Water Demand Estimate at Buildout

	Net Change in Buildout SF – Warehouse	Net Change in Buildout SF – Commercial	Net Change in Dwelling Units	Total Net Change in Water Demand
Square Footage	12,523,064	15,576,971	-397 units	
Floor Area Ratio	50%	50%		
Land Use (acres)	575.0	715.2		
Water Use Rate	350 GPD/acre	2,200 GPD/acre		
Water Demand	225 AFY	1,762 AFY	668 GPD/unit	1,690 AFY
SF = square feet AFY = acre feet per year GPD = gallons per day Source: Fontana Water Company, <i>Water Supply Assessment for the Southwest Industrial Park Project</i> , July 2009.				

Table 4.8-4
Future Water Demand in FWC Service Area with Project (Normal Years)

	2010	2015	2020	2025	2030
Project Demand (AFY)	0	420	850	1,270	1,690
FWC Demand without Project (AFY)	49,300	54,680	59,450	64,230	69,010
Total Demand with Project (AFY)	49,300	55,100	60,300	65,500	70,700
Total Demand with Conservation (AFY)	46,800	49,600	54,300	59,000	63,600
Source: Fontana Water Company, <i>Water Supply Assessment for the Southwest Industrial Park Project</i> , July 2009.					

Based on the results of the WSA, existing and future water entitlements from groundwater, surface, and imported sources in addition to recycling and conservation will be sufficient to meet the project's demand at buildout, in addition to forecast demand for the FWC's entire service area; refer to Table 4.8-5, Future Water Supplies and Demand in FWC Service Area (Normal Years, Single Dry, and Multiple Dry Years).

Table 4.8-5
Future Water Supplies and Demand in FWC Service Area
(Normal, Single Dry, and Multiple Dry Years)

Demand and Supply		Normal Year	Single Dry Year	Multiple Dry Years		
				Dry Year 1	Dry Year 2	Dry Year 3
Total Demand with Project		70,700	73,200	73,200	76,800	74,100
Total Demand with Conservation		63,600	65,900	65,900	69,100	66,700
Water Supplies	Surface Water	7,000	3,500	7,000	2,000	2,000
	Lytle Basin	11,000	8,000	11,000	6,500	5,000
	Chino Basin	25,000	68,500	25,000	68,500	68,500
	Rialto Basin	7,000	6,000	7,000	6,000	6,000
	No-Man's Land	3,800	3,400	3,800	3,100	2,300
	Recycled Water	4,300	4,300	4,000	4,300	4,300
	Imported Water – SBVMWD	4,000	1,000	2,000	2,000	2,000
	Imported Water – IEUA	18,000	2,000	18,000	2,000	2,000
Total		80,100	96,700	77,800	94,400	92,100
Surplus Water Supplies (without Conservation)		9,400	23,500	23,500	17,600	18,000

As shown above within Table 4.8-5, FWC's supply would be able to serve total demand within its service area (including the proposed project at buildout), even under multiple dry year conditions. Thus, impacts related to the need for water supplies and entitlements would be less than significant upon implementation of recommended mitigation measures.

Based on the *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, it was determined that existing distribution capacity may be sufficient for buildout of the proposed project. Several planned distribution improvements by either IEUA (the Wineville Extension for delivery of recycled water to the project area) and FWC (pipeline improvements along Calabash and Hemlock Avenues) would assist in accommodating increased conveyance demand within the area. In addition, as future development proposals are received by the City, each project would be reviewed to ensure that adequate water conveyance infrastructure exists to serve each site-specific development. Thus, impacts related to water distribution capacity would be less than significant.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-7a The City shall work closely with water supply agencies to assure the continued supply of water. [GPEIR MM W-1]
- 4.8-7b The City shall act to conserve water in whatever cost-effective ways are reasonably available. [GPEIR MM W-2]
- 4.8-7c The City shall manager urban runoff to minimize water supply contamination. [GPEIR MM W-3]



- 4.8-7d The City shall collaborate with water management authorities to devise and implement creative and cost-effective water management strategies. [GPEIR MM W-4]
- 4.8-7e The City shall provide educational material to its residents and businesses regarding the critical necessity for careful use of water and management of water systems. [GPEIR MM W-5]

WASTEWATER

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

Or

Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Or

Would the project exceed wastewater treatment requirements of the applicable Regional Board?

Impact 4.8-8

*Future development associated with the proposed project could result in an increase in demand for wastewater services and facilities. However, recommended mitigation measures would reduce impacts to less than significant levels. **Determination: Less Than Significant Impact With Mitigation Incorporated.***

Based on the *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, buildout of development occurring within the Specific Plan Update would increase demand for sewer service. As stated above, the IEUA provides regional domestic wastewater treatment for the City. The City of Fontana operates wastewater conveyance facilities within the City boundaries. Treatment of wastewater generated by the City of Fontana is handled at IEUA's Regional Plant 1 in Ontario. The plant currently processes approximately 36 million GPD of raw sewage. Its current capacity is 44 million gallons per day (MGD), leaving a surplus capacity of approximately 8 MGD.

The San Bernardino Trunk Sewer Project was completed in April 2009. This project included the construction of approximately 19,600 linear feet of sanitary sewer main from Cypress Avenue to Mulberry Avenue and will eventually tie into a regional pump station and force main that will be operated by the IEUA. This system will divert existing sewer flows from Regional Plant No. 1 to Regional Plant No. 4, which will provide an increase in opportunities for recycled water. In addition, it will increase opportunities for future annexations from the County area by providing additional capacity. The IEUA will continue to expand their treatment capacity consistent with



growth projections and associated increased demand and Agency funding mechanisms. Future implementation of conservation strategies and increased use of reclaimed water is expected to decrease the need for treatment capacity and provide a beneficial reuse of water resources.

Future development associated with the proposed project is estimated to result in an increase of approximately 1,813,738 GPD of average wastewater flow over existing conditions, and an increase of 3,627,360 GPD of peak flow over existing conditions.²⁶ Based on the City's *General Plan EIR*, it is estimated that at *General Plan* build-out, the City would generate over eight MGD of additional wastewater. In 2009, following a significant growth spurt in the City, and in the Regional Plant No. 1 service area, the treatment facility upon which the City relies is still operating below capacity and additional capacity will be provided as part of the San Bernardino Trunk Sewer Project. Water conservation efforts are also achieving a 10 percent reduction in wastewater generation, a level which is expected to increase to 20 percent by 2020. While no specific development is proposed at this time, and it is not possible to determine accurately future wastewater generation by new development in the Specific Plan Update area, the amount of excess capacity in the existing treatment facilities serving the City make it unlikely that the proposed project would trigger the need for new or expanded regional wastewater treatment facilities and/or exceed IEUA capacity. In addition, the proposed Specific Plan Update includes a lower intensity of development than what is assumed under existing *General Plan* and *SWIP Specific Plan* designations. Therefore, impacts related to wastewater treatment capacity would be less than significant.

Based on the *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, it was determined that existing wastewater conveyance capacity may be sufficient for buildout of the proposed project. However, new conveyance facilities would be required for areas to be annexed into the City. As future development within the Specific Plan update area occurs, each developer would be required to pay standard IEUA sewer connection fees, which are utilized to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. Additionally, as future development occurs, each site-specific project would be reviewed to ensure that adequate wastewater conveyance facilities exist to serve each development site. As such, impacts in this regard would be less than significant upon implementation of recommended mitigation measures.

Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-8a The City shall maintain its current Master Plan of Sewers as the basis for development of a sewer system to serve the community. [GPEIR MM WW-1]
- 4.8-8b The City shall design and operate its local and trunk sewer system in close collaboration with the IEUA. [GPEIR MM WW-2]

²⁶ RBF Consulting, *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, April 2009.



- 4.8-8c The City shall establish and maintain an aggressive water recycling program. [GPEIR MM WW-3]
- 4.8-8d The City shall devote sufficient financial support for wastewater system maintenance so that current levels of service, health, and safety are sustained or improved. [GPEIR MM WW-4]

SOLID WASTE

Threshold: *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

Or

Comply with federal, state, and local statutes and regulations related to solid waste?

Impact 4.8-9

*Future development associated with the proposed SWIP Specific Plan Update and Annexation Project would result in increased solid waste generation and demand for landfill capacity. However, recommended mitigation measures would reduce impacts to less than significant levels. **Determination: Less Than Significant Impact With Mitigation Incorporated.***

The Amended Redevelopment Plan could facilitate future development in the Added Area, which could increase the generation of solid waste. The Mid-Valley Landfill in the City of Rialto currently accepts most of the City's solid waste. According to the CalRecycle, the Mid-Valley Landfill, operated by the County of San Bernardino, has an existing capacity of 101,300,000 cubic yards and a remaining capacity of approximately 67,520,000 cubic yards or 66.7 percent. The facility is currently permitted to dispose of 7,500 cubic yards of waste per day.²⁷

The City will generate approximately 475 tons of solid waste per day at *General Plan* build-out. According to the City's *General Plan EIR*, the County does not foresee any significant adverse impacts on solid waste disposal as landfill capacity is expected to increase to meet increased regional demands.

Accordingly, future development associated with the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. In addition, the proposed project would be in compliance with all State and local requirements related to solid waste. Thus, impacts in this regard would be less than significant with mitigation incorporated.

²⁷ CalRecycle Website,
<http://www.calrecycle.ca.gov/Profiles/Facility/LandFill/LFProfile1.asp?COID=36&FACID=36-AA-0055>,
accessed October 6, 2011.



Mitigation Measures:

Note: Where mitigation measures have been derived from the General Plan EIR, the corresponding General Plan EIR mitigation measure is cited in parenthesis.

- 4.8-9a The City shall continue to maintain a contractual arrangement that achieves maximum recycling rates at a reasonable price. [GPEIR MM SW-1]
- 4.8-9b Where joint programs offer improvement efficiency or reduced cost, the City shall collaborate with other entities in recycling efforts. [GPEIR MM SW-2]
- 4.8-9c The City shall continue to provide services to resident and business citizens that facilitate community cleanup, curbside collections and diversion of oil and other hazardous waste materials. [GPEIR MM SW-3]
- 4.8-9d The City should maintain an aggressive public information program to stimulate waste reduction by its resident and business citizens. [GPEIR MM SW-4]

STORM WATER DRAINAGE

Threshold: *Would the project require or result in the construction of new storm water drainage facilities the construction of which could cause significant environmental impacts?*

Impact 4.8-10

Future development associated with the proposed project would not result in significant impacts upon the environment due to the construction of new stormwater drainage facilities.
Determination: Less Than Significant Impact.

Although the proposed SWIP Specific Plan Update Annexation Project does not include any specific development proposals, it provides a framework for future development within project site boundaries. Future development would result in an increase in impervious areas of the site, resulting in an associated increase in demand for stormwater infrastructure. Based on conclusions reached in the *Southwest Industrial Park Specific Plan Water and Sewer Infrastructure Study*, an estimated 28.25% increase in impervious area would occur at buildout of the project area.

New stormwater drainage facilities would be required to accommodate future development under the Specific Plan Update. Each future development application would be reviewed by the City of Fontana Public Works Department to identify necessary regional and local stormwater drainage improvements to ensure that adequate drainage capacity exists. The City of Fontana has a Storm Drain Development Fee schedule to fund stormwater drainage improvements within the City. The City currently charges between \$4,998 to \$27,684 per net acre of commercial and industrial development, depending on the project location. Stormwater compliance fee ranges from \$350 to \$1,400 (depending on the size of the project) for all new construction inspections.



Upon payment of required fees to fund stormwater drainage improvements, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

4.8.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.²⁸

The proposed project would cumulatively contribute to an increased demand for fire, police, schools, library, parks/recreation, electricity, natural gas, water, wastewater, solid waste, and stormwater drainage facilities. The cumulative development identified above would add to demand for such services through the introduction of new land uses. The City's Development Fee program is intended to fund incremental improvements to public service and utility facilities in order to accommodate new demand. These Development Fees would apply to the proposed project and to the identified cumulative development cited above. Since such fees would be utilized for development of expanded service and utility facilities, a cumulatively considerable impact would not occur as a result of project implementation.

²⁸ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



However, as identified above, the proposed project would result in a significant and unavoidable impact related to parks and recreation, since no Development Fees are collected by the City for commercial, office or industrial development. Since no such fee would apply to the proposed project or other identified cumulative development, an unavoidable significant cumulative impact has also been identified in regards to parks/recreation.

4.8.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in a significant and unavoidable impact related to project-level and cumulative parks/recreation facilities. If the City of Fontana approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.



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Traffic and Circulation

Section 4.9

4.9.1 INTRODUCTION

This section is based upon the *Southwest Industrial Park Project Traffic Analysis* (September 29, 2011) prepared by RBF Consulting. The *Southwest Industrial Park Project Traffic Analysis* (*Traffic Analysis*) is provided as Appendix K, *Traffic Analysis* of the Program EIR.

The purpose of the *Traffic Analysis* is to evaluate the potential effects of the proposed SWIP Specific Plan Update and Annexation Project on roadway infrastructure on and surrounding the project site. The evaluation considers impacts on local roadways and intersections. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

The following analysis scenarios are evaluated in this study:

- Existing Conditions;
- Forecast Existing With Project Conditions;
- Forecast Year 2030 Without Project Conditions; and
- Forecast Year 2030 With Project Conditions.

Additional information in this section is based upon the *City of Fontana General Plan* (October 2003) and the *City of Fontana General Plan EIR* (August 2003).

4.9.2 EXISTING REGULATORY SETTING

STATE

The California Transportation Commission (CTC) administers the State's transportation programming. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages operation of State highways and freeways and interstate routes. In the vicinity of the project site these would include Interstate 10 (I-10), Interstate 15 (I-15), Interstate 215 (I-215), and State Route 60 (SR-60), all of which pass through the City of Fontana (City).

The Caltrans Project Development Procedures, which include Project Study Reports (PSR), Project Report (PR), preliminary engineering (PE), and plans, specifications and engineering estimates (PS&E) are tools for implementing improvements consistent with the *City of Fontana General Plan (General Plan) Circulation Element* on the State-owned transportation facilities such as freeways, interchange ramps, freeway over-crossings, park-and-ride facilities, and improvements to conventional State highways (surface street routes).

REGIONAL

SCAG Regional Comprehensive Plan and Guide

SCAG is the designated Metropolitan Planning Organization for six southern California counties, and is federally-mandated to develop plans for transportation, growth management, and air quality. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) in collaboration with its constituent members and other regional planning agencies. The RCPG is intended to serve as a framework to guide decision-making with respect to growth and other changes that can be expected to occur in the region through the year 2015. Local governments are required to use the RCPG as the basis for their own plans and are required to discuss the consistency of projects of regional significance with the RCPG. Table 4.9-1, SCAG RCPG Consistency Analysis, provides an analysis of project consistency.

**Table 4.9-1
SCAG RCPG Consistency Analysis**

Policy	Project Consistency
Policy 3.09. Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent. One of the primary objectives of the proposed project is to provide infrastructure (including extensive transportation upgrades) to maximize operational efficiency for future development within the Specific Plan Update area. This Program EIR includes mitigation that would establish a fair-share funding mechanism in order to fund the development of these transportation-related improvements. The project would be consistent with this policy.
Policy 3.13. Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and recycling.	Consistent. The proposed project would encourage the orderly development of commercial, industrial, and office uses within an existing urbanized area. The Specific Plan Update would include facilities for bicycle and pedestrian use, consistent with <i>General Plan</i> requirements. The project would be consistent with this policy.
Policy 3.16. Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling.	Consistent. The proposed project would include an extensive range of roadway infrastructure improvements in the project area intended to maximize mobility and accessibility in the region. The proposed project is intended to allow for industrial and manufacturing development that would continue to take advantage of its proximity to major regional transportation infrastructure, including I-10, I-15, I-215, SR-60, and the UPRR. Thus, the project would be consistent with this policy.

SCAG Regional Transportation Plan

Every three years, SCAG updates its *Regional Transportation Plan (RTP)* for the six-county region, which is expected to grow from approximately 17 million to 23 million people by the year 2030. On May 8, 2008, SCAG adopted its *2008 RTP*. The *2008 RTP* contains the regional transportation vision through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. Table 4.9-2, *SCAG 2008 RTP Consistency Analysis*, provides an assessment of the consistency of the project with relevant *2008 RTP* policies.

**Table 4.9-2
SCAG 2008 RTP Consistency Analysis**

Goal/Policy	Project Consistency
Goal 1: Maximize mobility and accessibility for all people and goods in the region.	Consistent. As stated above, the proposed project would include an extensive range of roadway infrastructure improvements in the project area intended to maximize mobility and accessibility in the region. The proposed project is intended to allow for industrial and manufacturing development that would continue to take advantage of its proximity to major regional transportation infrastructure, including I-10, I-15, I-215, SR-60, and the UPRR. Thus, the project would be consistent with this policy.
Goal 2: Ensure travel safety and reliability for all people and goods in the region.	Consistent. The SWIP Specific Plan and Annexation would future development in close proximity to I-10, I-15, I-215, and SR-60, as well as the UPRR and to local truck routes within the City. The area is a part of a transportation hub for the warehousing and delivery of goods throughout the region. While the project does not include site-specific plans for development, it does establish a process and framework for implementation, which would include a range of roadway infrastructure improvements intended to increase efficiency, safety, and reliability for users. Therefore, there would be no conflict with this policy.
Goal 4: Maximize the productivity of our transportation system.	Consistent. The proposed project site's unique location in proximity to regional transportation features (I-10, I-15, I-215, SR-60, and the UPRR) creates an opportunity for the project to maximize the transportation productivity, particularly in relation to goods movement. The proposed project is intended to allow for industrial and manufacturing development that would continue to take advantage of its proximity to major regional transportation infrastructure. Extensive roadway infrastructure improvements are proposed within the project area to increase efficiency and minimize project impacts. One of the primary goals of the proposed project is to improve functional linkages between the project site and I-10. Thus, the project would be consistent with this policy.

SANBAG Congestion Management Plan

Proposition 111, passed in June 1990, provided additional transportation funding to cities and counties in California. Included with the provision for additional transportation funding was a requirement to undertake a Congestion Management Program (CMP) within each county with an urbanized area having a population of 50,000 or more, to be developed and adopted by a designated Congestion Management Agency (CMA). Within the County of San Bernardino (County), the San Bernardino Associated Governments (SANBAG) was designated the CMA by the County Board of Supervisors and a majority of the cities representing a majority of the incorporated population. The original document was adopted in November 1992. It has been updated eight times, the latest in 2007.

The CMP defines a network of state highways and arterials, level of service standards and related procedures, and provides technical justification for its approaches. Key intersections include all CMP intersections plus other identified by local jurisdictions as being important to maintaining mobility on the CMP system. For the CMP, intersections operating at level of service (LOS) D or lower will normally be considered key intersections, in addition to the intersections of two CMP roadways. All projects that meet the threshold for the CMP are subject to preparation of CMP Traffic Impact Analyses per CMP Guidelines. CMP TIAs identify various local and regional circulation system improvements and impact shares as conditions for the development of the subject project. The conditions help to implement the goals and policies of the *General Plan Circulation Element*.

Mulberry Avenue, Cherry Avenue, Citrus Avenue, I-10 and Jurupa Avenue, all located in or at the border of the project site, are all CMP roadways.¹ However, since the City of Fontana has a standard program (Circulation Development Fees) to fund regional improvements, SANBAG considers the City exempt from CMP traffic impact analysis. As such, no CMP analysis is required for the project.

LOCAL

City of Fontana General Plan

The City's *General Plan* includes a *Circulation Element*, which provides a blueprint for the City's transportation network. That network is intended to serve the future land use pattern and intensities of development envisioned by the *General Plan*. The *Circulation Element* also includes policies and programs to enhance the efficiency of the City's transportation system, including those programs called out as mitigation measures in the *City of Fontana General Plan EIR (General Plan EIR)*. The *Circulation Element's* goals and policies that are relevant to the project are outlined in Table 4.9-3, *Circulation Element Consistency Analysis*.

¹ SANBAG, 2007 *Congestion Management Plan*, Figure 2-2, *CMP Road System*, December 2007.

**Table 4.9-3
Circulation Element Consistency Analysis**

Goal/Policy	Project Consistency
Goal 1: A balanced transportation system for Fontana is provided that meets the mobility needs of current and future residents and ensures the safe and efficient movements of vehicles, people and goods throughout the City.	
Policy 1.1 - Plan for the provision of a variety of street classifications specifically designed to serve the various traffic needs in the area, including major highways, primary highways, secondary highways, collector streets, industrial collectors and local streets.	Consistent. The Specific Plan Update includes a Circulation Plan that is aimed at capitalizing on local truck routes and the enhancement of thoroughfares for automobiles, while providing pedestrian amenities along appropriate streets. The Circulation Plan provides for the mitigation of potentially significant impacts associated with the preferred Land Use Plan. In addition, local roads and freeways will receive infrastructure improvements under the project. This will improve access to and from the project site. Thus, the project would be consistent with this policy.
Policy 1.5 - Regulate the intensity of land uses to keep traffic on any arterial in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate their traffic impacts.	Consistent. As stated above, the proposed SWIP Specific Plan Update and Annexation Project does not include any site-specific development proposals. However, where a project could affect roadway capacity, the City's Department of Engineering would require that project applicants for future development prepare traffic studies to identify potential impacts and required mitigation measures for local roadways. These traffic studies would ensure that proposed land uses and intensities would maintain a balance with roadway capacities. Thus, the project is consistent with this goal.
Policy 1.6 - Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys for access to the development and its parking.	Consistent. The circulation improvements associated with the Specific Plan Update address access to and from the project site. Buildings, driveways, loading zones, and entrances would be designed to avoid local residential streets and alleys. Thus, the project would be consistent with this policy.
Policy 1.7: Design, monitor traffic flow, and employ traffic control measures, including signalization, limiting access and access control, exclusive right and left turn-turn lanes, lane striping, and signage to ensure city streets and roads continue to function as required	Consistent. As shown below under <u>Section 4.9.5</u> , the proposed project recommends numerous roadway infrastructure improvements within the site vicinity, including roadway widenings, intersection improvements, restriping, and signalization modifications. Thus, there is no conflict with this policy.
Policy 1.8 - Provide for safe operations of all modes of transportation including auto, truck and bus traffic, passenger and freight rail service, pedestrians, bicycles, and other modes by adhering to national design and safety standards and uniform practices. Permitted driveways along arterials shall provide for turn-around or hammerhead turn in order to facilitate vehicle access to arterials. Vehicle or truck backing on to arterials is prohibited.	Consistent. Circulation improvements associated with the Specific Plan Update would be consistent with national design and safety standards and uniform practices. Driveway design would be subject to City review on a project-specific basis, and would be required to comply with applicable City standards. Thus, the project would be consistent with this policy.
Policy 1.9: Coordinate street system improvements and traffic signalization with regional transportation efforts in particular on roadways that are at the City's boundaries, are shared with neighboring jurisdictions and/or are part of regionally significant corridors including those that are on Congestion Management Plan routes	Consistent. The project is intended to include future development that would facilitate warehousing and distribution of goods throughout the region. The proposed Specific Plan Update area includes five CMP arterial corridors (Mulberry Avenue, Cherry Avenue, Citrus Avenue, I-10 and Jurupa Avenue). While the project does not present specific development proposals, it does establish a process and framework for implementation, including numerous recommendations for numerous roadway infrastructure improvements to facilitate efficient movement on local/regional roadways (refer to <u>Section 4.9.5</u> , below). Therefore, there would be no conflict with this policy.

Table 4.9-3 (continued)
Circulation Element Consistency Analysis

Goal/Policy	Project Consistency
Policy 1.10 - Coordinate arterial street design standards with neighboring jurisdictions within the City's sphere of influence to maintain and/or develop consistent street segments.	Consistent. The Circulation Plan within the Specific Plan Update addresses design standards to achieve consistent street segments. Short-term and long-term improvements are recommended in the Specific Plan Update to keep roadway segments functioning at an LOS of "D" or better. Thus, the project would be consistent with this policy.
Policy 1.13: Plan for the design and construction of new freeway interchange facilities on Interstate 10 at Alder Avenue and Beech Avenue.	Consistent with this policy, the proposed project includes mitigation recommending an interchange at Beech Avenue; refer to <u>Section 4.9.5</u> , below. The project would be consistent with this policy.
Goal 3: A circulation system is provided that reduces conflicts between commercial trucking, private/public transportation and land uses.	
Policy 3.1: Provide designated truck routes for use by commercial trucking that minimize impacts on local traffic and neighborhoods	Consistent. The City Department of Public Works is responsible for the design of the City's transportation system. The proposed Specific Plan Update and Annexation Project retains all of the <i>General Plan's</i> circulation designations, including the City's designations regarding truck routes. Therefore there is no conflict with this policy.
Policy 3.2: Provide appropriately designed roadways for the designated truck routes including designated truck routes for large STAA trucks that can safely accommodate truck travel	Consistent. The City Department of Public Works is responsible for the design of streets in Fontana. The improvements recommended within this Program EIR are consistent with <i>Circulation Element</i> requirements for truck routes. Truck routes within the Specific Plan Update area would be constructed to appropriate standards per the <i>Circulation Element</i> . Therefore, there is no conflict with this policy.
Policy 3.3: Develop appropriate protection measures along truck routes to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses	Consistent. <u>Section 4.7, Noise</u> of this Program EIR includes mitigation measures to minimize noise impacts to sensitive receptors within and surrounding the project site. The <i>General Plan Circulation Element</i> identifies truck routes minimizing noise impacts to sensitive receptors during construction and operations, and Mitigation Measure 4.7-1b further identifies major roadways to be utilized by heavy trucks during construction. Thus, the project would be consistent with this policy.
Policy 3.4 - Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	Consistent. The Specific Plan Update focuses on connectivity to the I-10, I-15, I-60, and I-215 freeways, as well as connectivity along primary project roads and truck routes. The intent of the circulation improvements associated with the project is to capitalize on local truck routes and enhance thoroughfares for automobiles, while providing pedestrian amenities along appropriate streets. Thus, the project would be consistent with this policy.

4.9.3 EXISTING ENVIRONMENTAL SETTING

STUDY AREA

The *Traffic Analysis* for the proposed project includes a study area that can generally be defined as the area between I-10 and Jurupa Avenue and the area between Etiwanda Avenue and Sierra Avenue. Regional access to the Specific Plan Update area is provided via interchanges with I-10, I-15, and SR-60. The study area considered in the *Traffic Analysis* for the project includes a range of intersections and roadway segments, which are listed below.

The study evaluates the following 45 intersections in the vicinity of the project site:

1. I-15 Southbound Ramps/Jurupa Street;
2. I-15 Northbound Ramps/Jurupa Street;
3. Etiwanda Avenue/San Bernardino Avenue;
4. Etiwanda Avenue/I-10 Westbound Ramps;
5. Etiwanda Avenue/I-10 Eastbound Ramps;
6. Etiwanda Avenue/East Airport Drive-Slover Avenue;
7. Etiwanda Avenue/Jurupa Street;
8. Etiwanda Avenue/Marlay Avenue;
9. Etiwanda Avenue/Philadelphia Avenue;
10. Etiwanda Avenue/SR-60 Westbound Off-Ramp;
11. Etiwanda Avenue/SR-60 Eastbound On-Ramp;
12. Commerce Drive-I-10 Westbound Ramps/Valley Boulevard;
13. Mulberry Avenue/Slover Avenue;
14. Mulberry Avenue/Santa Ana Avenue;
15. Mulberry Avenue/Jurupa Street;
16. Mulberry Avenue/Marlay Avenue;
17. Mulberry Avenue-Country Village Road/Philadelphia Avenue;
18. Country Village Road/SR-60 Westbound Ramps;
19. Country Village Road/SR-60 Eastbound Ramps;
20. Banana Avenue/San Bernardino Avenue;
21. Banana Avenue/Valley Boulevard;
22. Cherry Avenue/San Bernardino Avenue;



23. Cherry Avenue/Valley Boulevard;
24. Cherry Avenue/I-10 Westbound Ramps (in construction phase);
25. Cherry Avenue/I-10 Eastbound Ramps (in construction phase);
26. Cherry Avenue/Slover Avenue;
27. Cherry Avenue/Santa Ana Avenue;
28. Cherry Avenue/Jurupa Street;
29. Fontana Avenue/Valley Boulevard;
30. Beech Avenue/Valley Boulevard;
31. Beech Avenue/Slover Avenue;
32. Beech Avenue/Santa Ana Avenue;
33. Beech Avenue/Jurupa Street;
34. Citrus Avenue/Valley Boulevard;
35. Citrus Avenue/I-10 Westbound Ramps (in construction phase);
36. Citrus Avenue/I-10 Eastbound Ramps (in construction phase);
37. Citrus Avenue/Slover Avenue;
38. Citrus Avenue/Santa Ana Avenue;
39. Citrus Avenue/Jurupa Street;
40. Sierra Avenue/Slover Avenue;
41. Sierra Avenue/Santa Ana Avenue;
42. Sierra Avenue/Jurupa Street;
43. Armstrong Road/Sierra Avenue;
44. Armstrong Road/SR-60 Westbound Ramps; and
45. Armstrong Road/SR-60 Eastbound Ramps.

The Cherry Avenue/I-10 and the Citrus Avenue/I-10 interchanges have been analyzed extensively by Caltrans to address to address long-term growth and increased vehicular traffic associated with buildout of the project area. Design plans have been prepared based on the following Project Reports:

- I-10/Cherry Avenue Interchange Improvements Project Report (February 2009); and
- I-10/Citrus Avenue Interchange Improvements Project Report (August 2008).



Both the Cherry Avenue/I-10 and the Citrus Avenue/I-10 interchanges are in the construction phase as of September 2011, with completion of construction anticipated in 2013. Since these interchanges were recently analyzed and designed to accommodate long-range traffic volumes, this report does not duplicate analysis efforts.

Additionally, this study evaluates operations at the following roadway segments:

1. Fourth Street-San Bernardino Avenue between I-15 and Fontana Avenue;
2. Valley Boulevard between Etiwanda Avenue and Sierra Avenue;
3. East Airport Drive between I-15 and Etiwanda Avenue;
4. Slover Drive between Etiwanda Avenue and Sierra Avenue;
5. Jurupa Street between I-15 and Sierra Avenue;
6. Philadelphia Avenue between I-15 and Mulberry Avenue-Country Village Road;
7. Etiwanda Avenue between San Bernardino Avenue and SR-60;
8. Mulberry Avenue between Slover Avenue and Philadelphia Avenue;
9. Country Village Road between Philadelphia Avenue and SR-60;
10. Cherry Avenue between San Bernardino Avenue and Jurupa Street;
11. Beech Avenue between Slover Avenue and Santa Ana Avenue;
12. Citrus Avenue between San Bernardino Avenue and Jurupa Street;
13. Sierra Avenue between Slover Avenue and Armstrong Road; and
14. Armstrong Road between Sierra Avenue and SR-60.

The study roadways and intersections are primarily located within the City of Fontana, however, some of the study facilities are shared jurisdiction, or fully within the jurisdiction of the following agencies:

- Caltrans;
- City of Ontario;
- City of Jurupa Valley;
- County of San Bernardino; and
- County of Riverside.

The list of study roadways and intersections provided above were determined (in consultation with City of Fontana staff) to have the potential to be adversely impacted by the proposed project.

Exhibit 4.9-1, *Study Intersection Locations* and Exhibit 4.9-2, *Study Roadway Segment Locations* depict the locations of the study intersections and roadway segments analyzed within the *Traffic Analysis*. For purposes of clarity, several exhibits within this section have been divided into “Area 1”, “Area 2”, and “Area 3” due to the large geographical scale of the project. This is done purely for exhibit purposes and does not relate to any function of the Specific Plan or traffic classification. The separation of graphical areas is denoted on Exhibit 4.9-1.

ANALYSIS METHODOLOGY

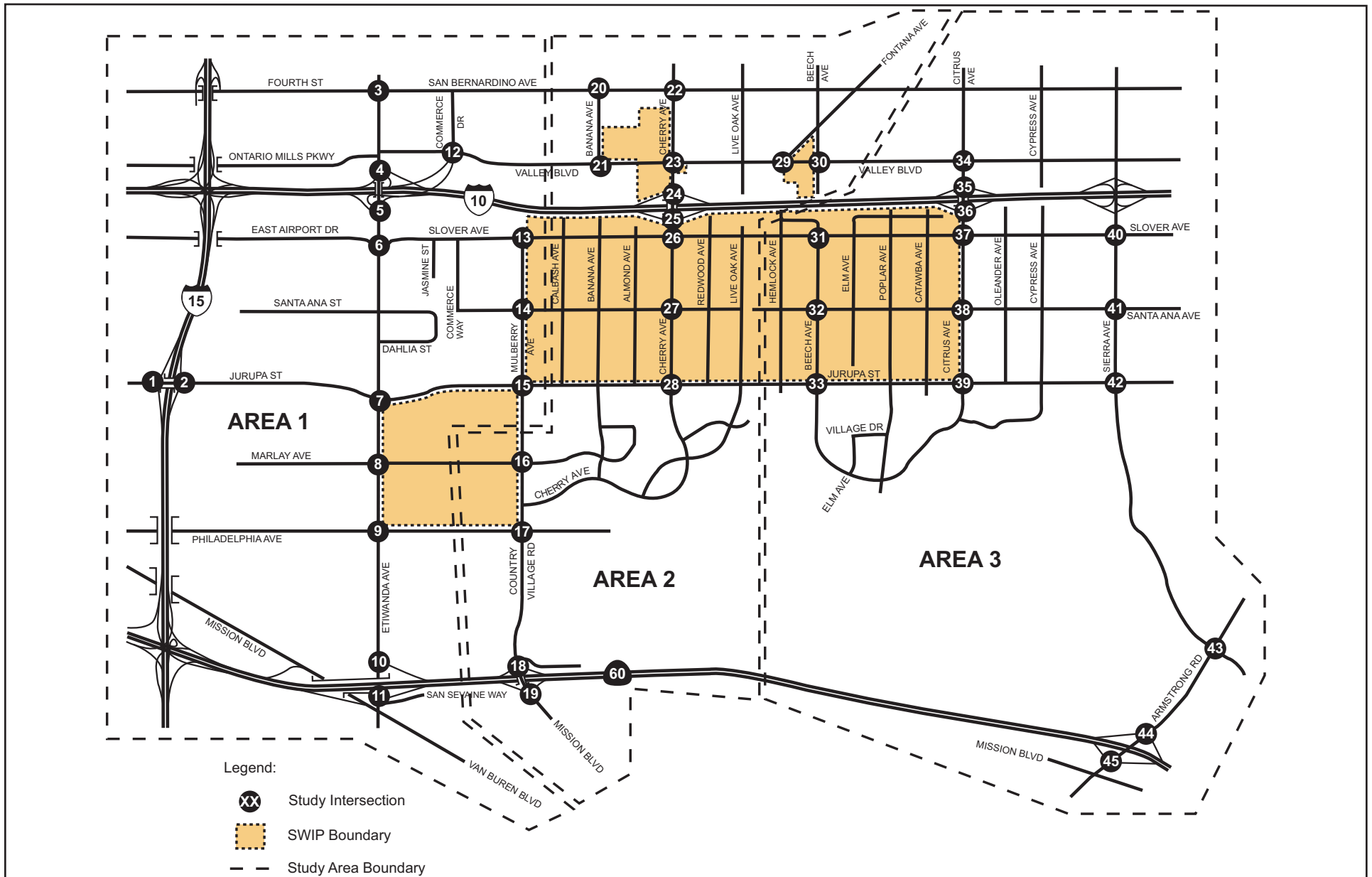
Roadway Segment Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of roadway segment operation and is based on the capacity of the roadway segment and the volume of traffic using the roadway segment. The City utilizes the Volume-to-Capacity (V/C) analysis methodology to determine the operating LOS of the roadway segments.

The V/C analysis methodology describes the operation of a roadway segment using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 4.9-4, *V/C and LOS Ranges*. The roadway capacities used within the *Traffic Analysis* for the cities of Fontana and Ontario to determine the V/C ratios are shown in Table 4.9-5, *City of Fontana Roadway Segment Classification and Capacity* and Table 4.9-6, *City of Ontario Roadway Segment Classification and Capacity*.

**Table 4.9-4
V/C and LOS Ranges**

V/C Ratio	LOS
≤ 0.60	A
$> 0.61 \leq 0.70$	B
$> 0.71 \leq 0.80$	C
$> 0.81 \leq 0.90$	D
$> 0.91 \leq 1.00$	E
> 1.00	F
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011.	



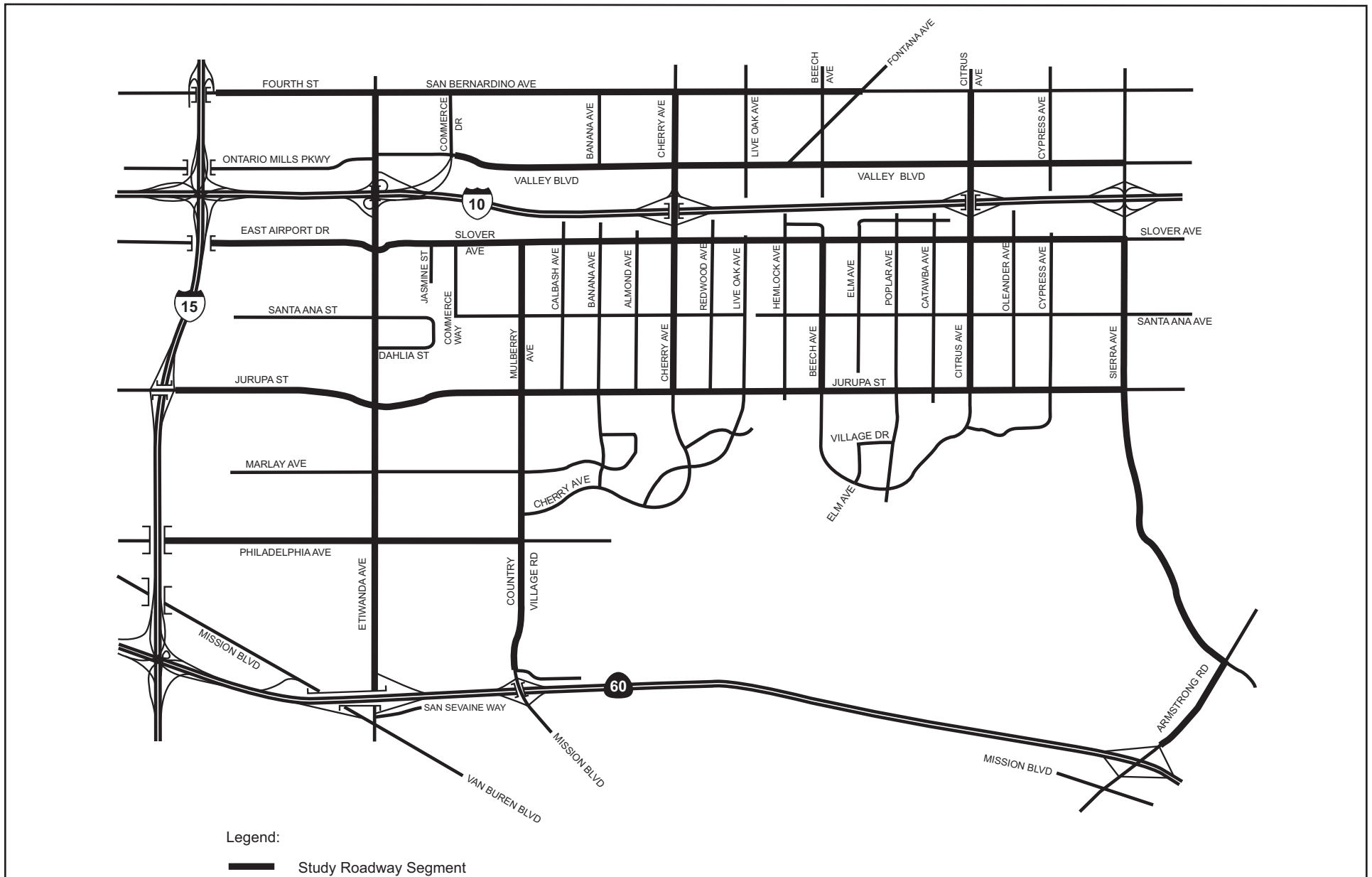


Table 4.9-5
City of Fontana Roadway Segment Classification and Capacity

Facility Type	Number of Lanes	LOS D Capacity (Vehicles)	LOS E Capacity (Vehicles)
Eight-Lane Major	8	65,800	72,000
Major	6	48,600	54,000
Primary ¹	4	32,400	36,000
Secondary	4	21,600	24,000
Collector	2	10,800	12,000
Industrial	2	10,800	12,000

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.
¹ Modified Primary with 5 lanes assumes LOS E capacity equal to 45,000.

Table 4.9-6
City of Ontario Roadway Segment Classification and Capacity

Facility Type	Number of Lanes	LOS E Capacity (Vehicles)
Principal Arterial	6	49,000
Principal Arterial	5	41,000
Principal Arterial	4	33,000
Minor Arterial	6	49,000
Minor Arterial	4	33,000
Collector	4	33,000
Collector	2	12,500

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.
¹ Modified Primary with 5 lanes assumes LOS E capacity equal to 41,000.

Intersection Analysis Methodology

The City utilizes the *Highway Capacity Manual (HCM)* intersection analysis methodology to analyze the operation of unsignalized intersections. The *HCM* analysis methodology describes the operation of an intersection using a range LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 4.9-7, *Intersection LOS and Delay Ranges*.

Table 4.9-7
Intersection LOS and Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	< 10.0
B	$> 10.0 \leq 20.0$	> 10.0 to < 15.0
C	$> 20.0 \leq 35.0$	> 15.0 to < 25.0
D	$> 35.0 \leq 55.0$	> 25.0 to < 35.0
E	$> 55.0 \leq 80.0$	> 35.0 to < 50.0
F	> 80.0	> 50.0

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.

LOS is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

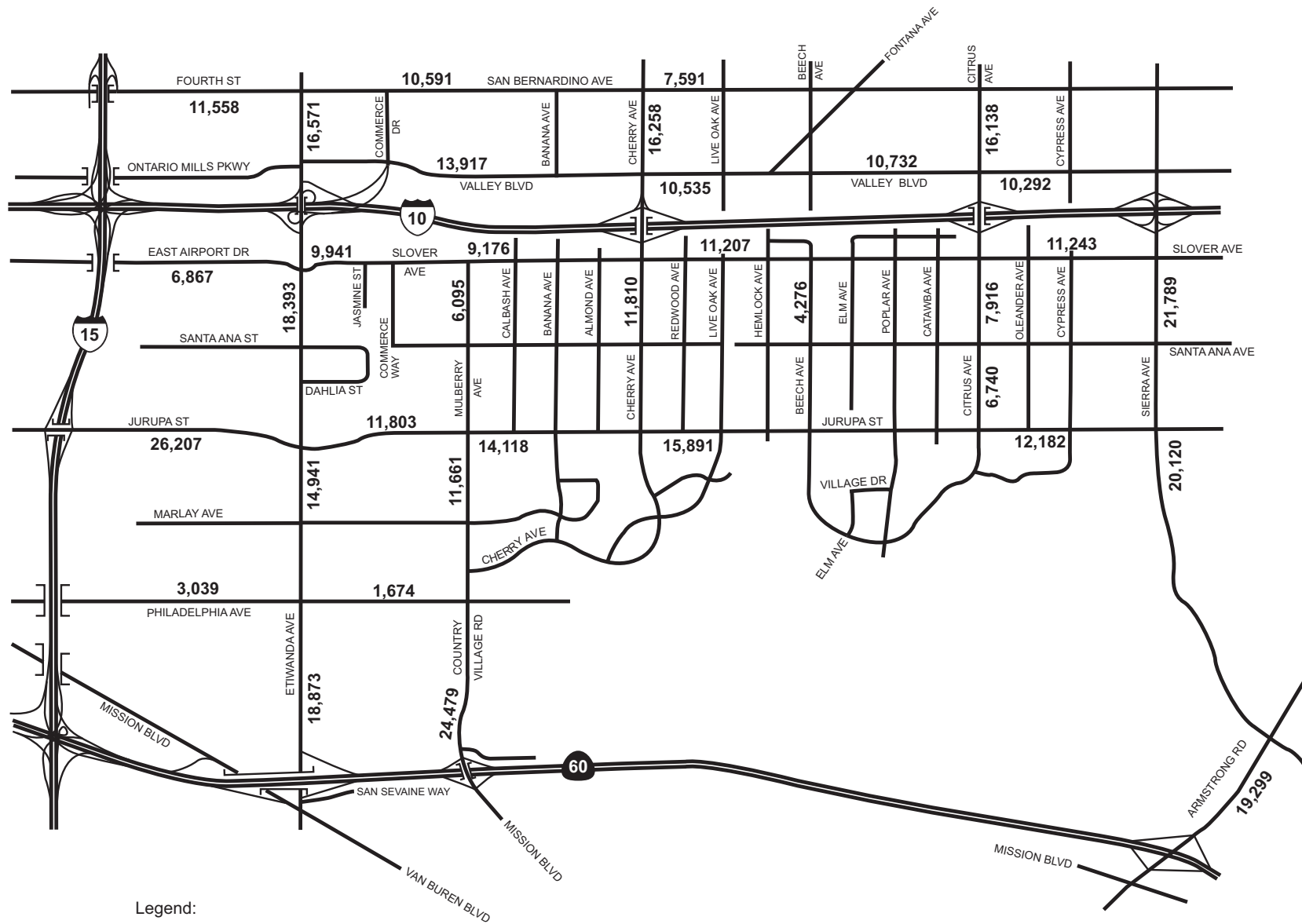
EXISTING TRAFFIC OPERATIONS

Existing Conditions Peak Hour Traffic Volumes

To determine the existing operation of the study roadways and intersections, average daily traffic (ADT) volumes for the roadway circulation system and intersection movement counts were collected by RBF Consulting for 35 of the 45 study intersections in February 2009. Additionally, traffic counts were obtained from City staff for the remaining 10 study intersections and grown one percent per year to reflect year 2009 conditions.² Although this data was collected in early 2009, it is still considered reliable and conservative based on regional economic and development characteristics. Specifically, within the transportation planning industry it is understood that baseline traffic counts have not increased during the past several years due to the stagnant housing and job market and poor economy. As such, the February 2009 traffic counts are a conservative representation of existing traffic operations in the site vicinity.

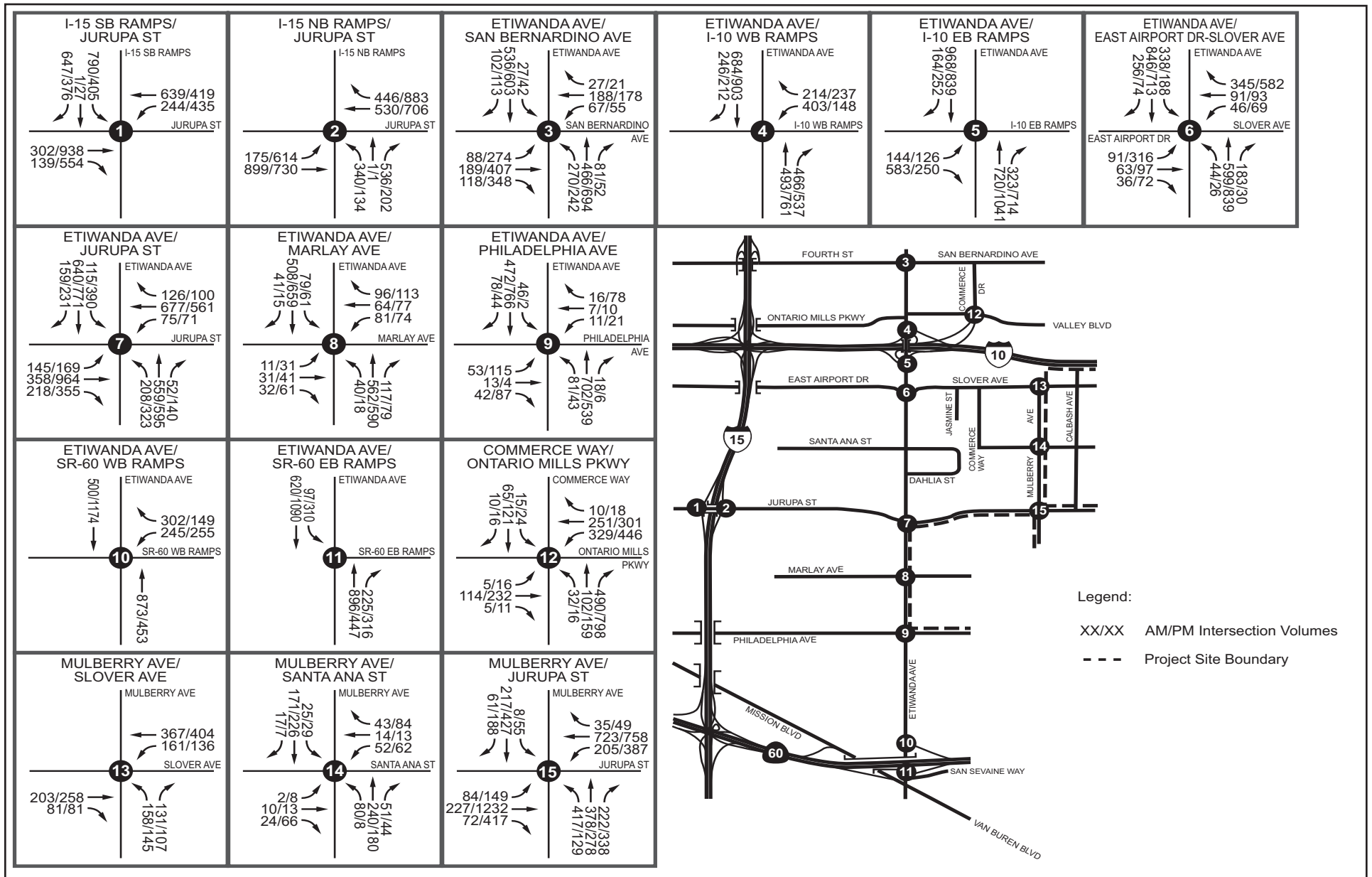
Exhibit 4.9-3, Existing Roadway Segment ADT, shows existing ADT volumes for study roadways. Exhibit 4.9-4 through Exhibit 4.9-6 demonstrate the existing passenger car equivalent (PCE) –adjusted a.m. peak hour and p.m. peak hour volumes at the study intersections for each of the three sub-areas. Exhibit 4.9-7 through Exhibit 4.9-9 show existing conditions study intersection geometry, while Exhibit 4.9-10, Existing Roadway Segment Geometry shows existing conditions roadway segment geometry.

² The traffic growth rate of one percent per year was developed in consultation with City of Fontana staff and is also the typical growth rate conservatively utilized in the transportation planning industry.

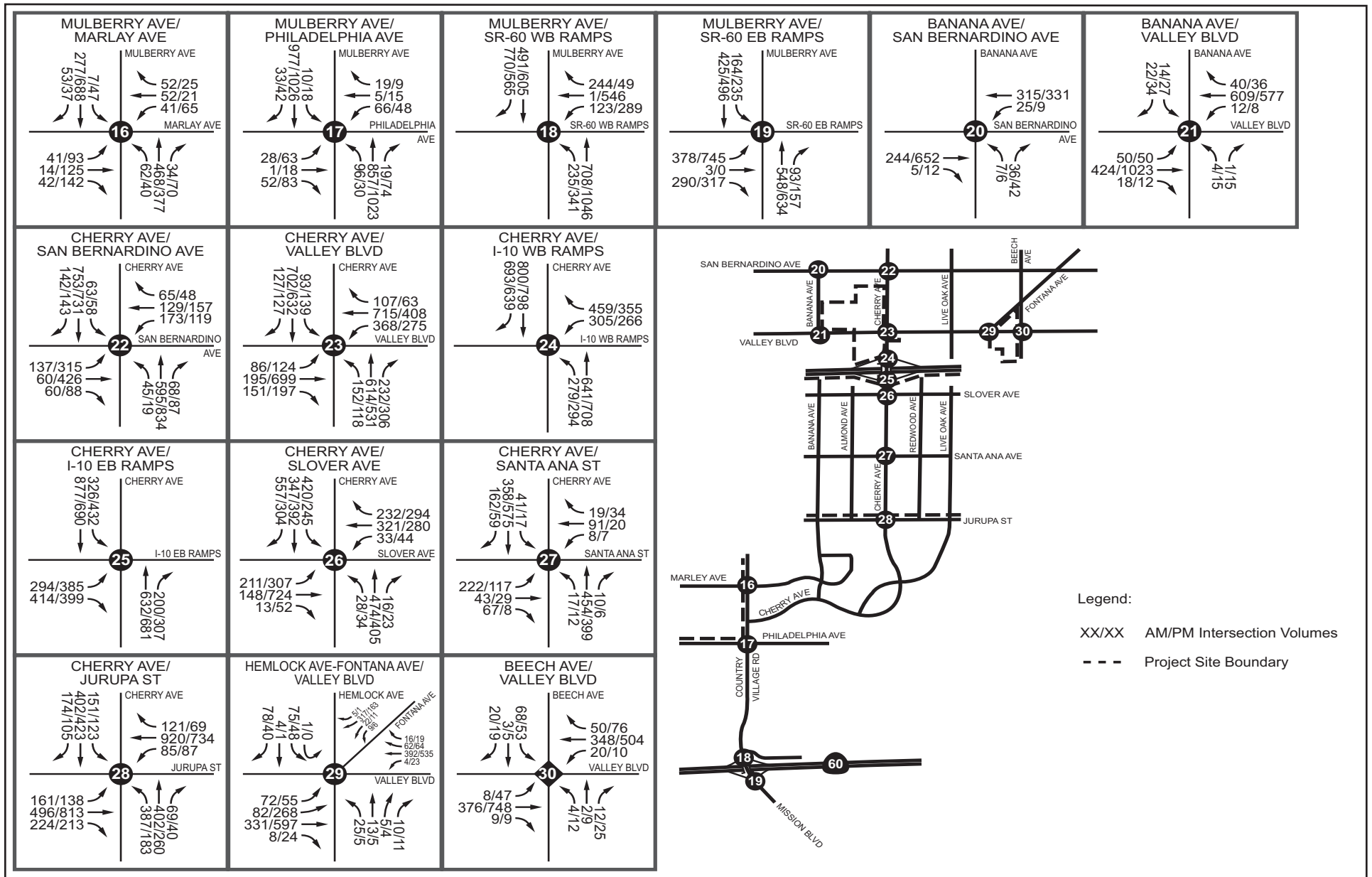


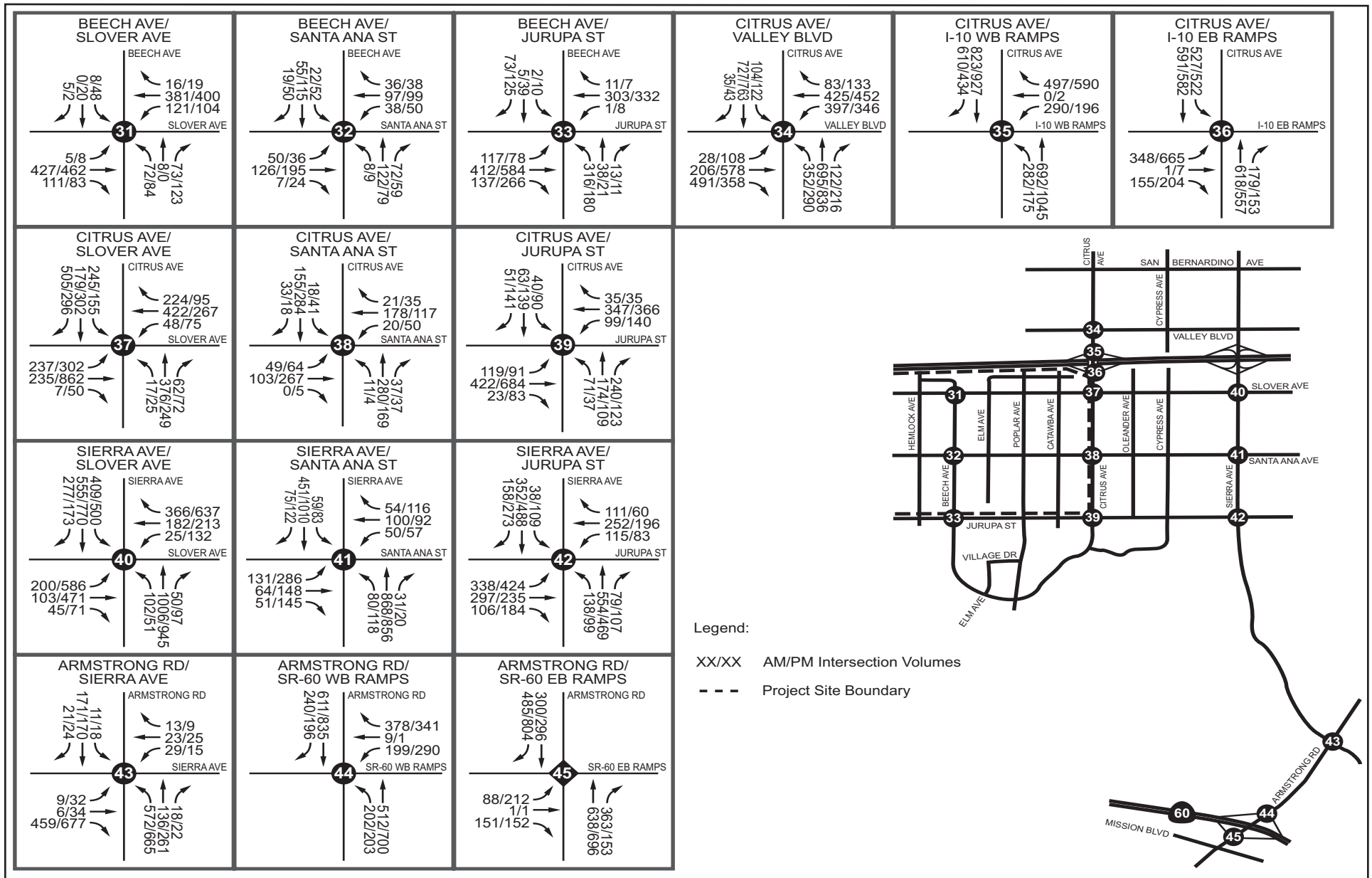
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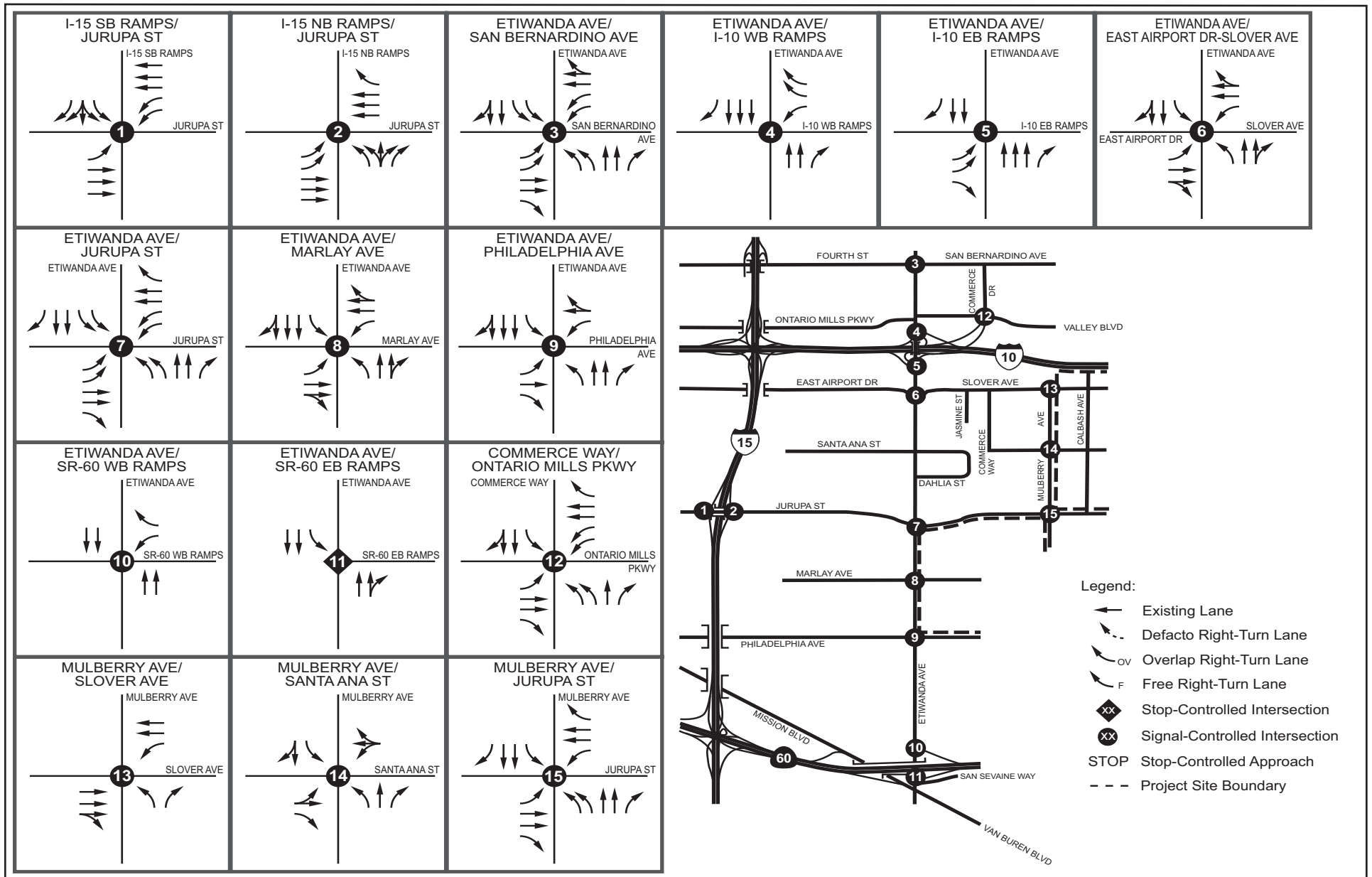
XX,XXX Roadway Segment ADT



SWIP SPECIFIC PLAN UPDATE AND ANNEXATION DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT Area 1 - Existing Conditions AM/PM Peak Hour Intersection Volumes

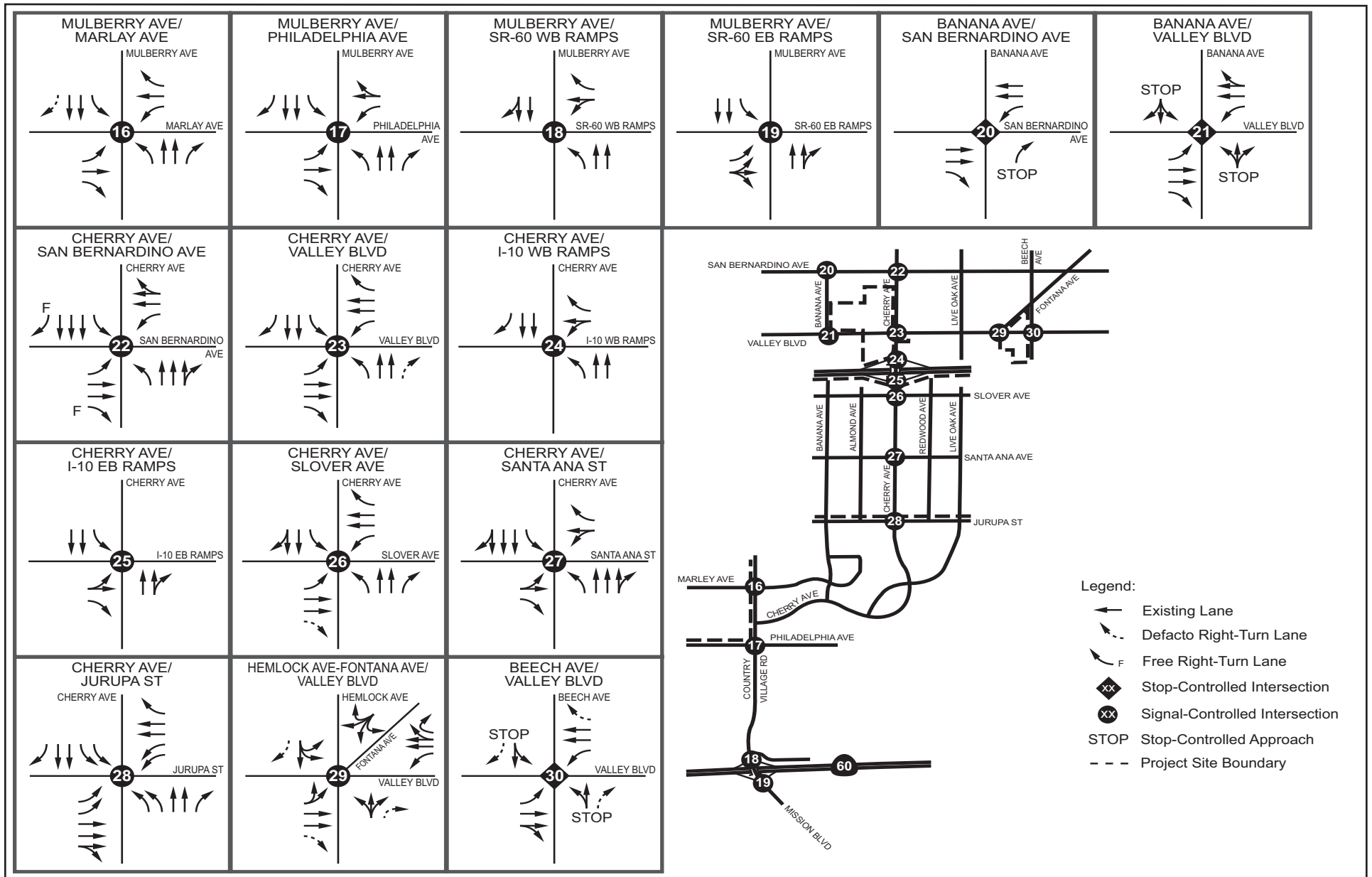






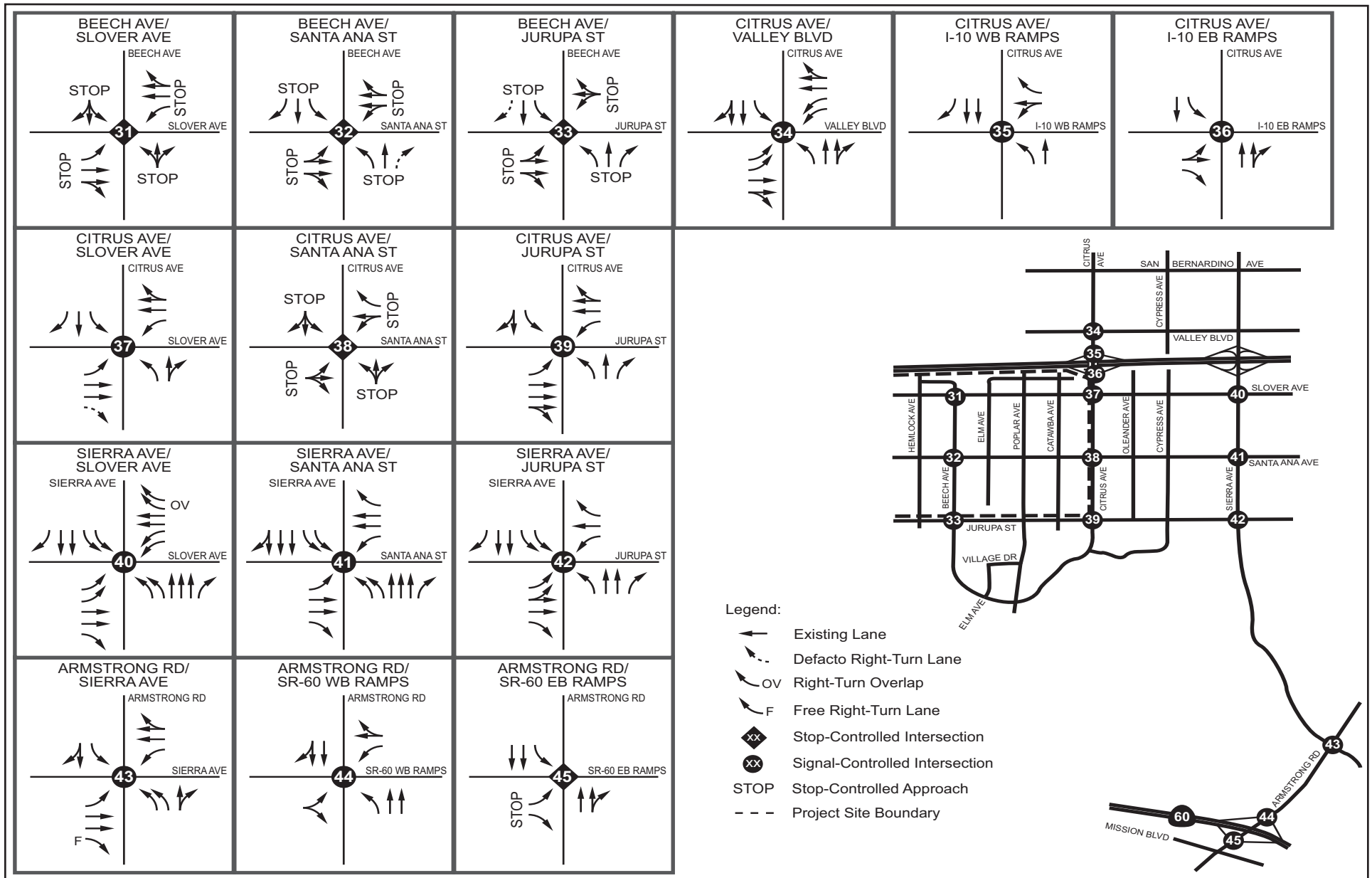
SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 1 - Existing Conditions Study Intersection Geometry



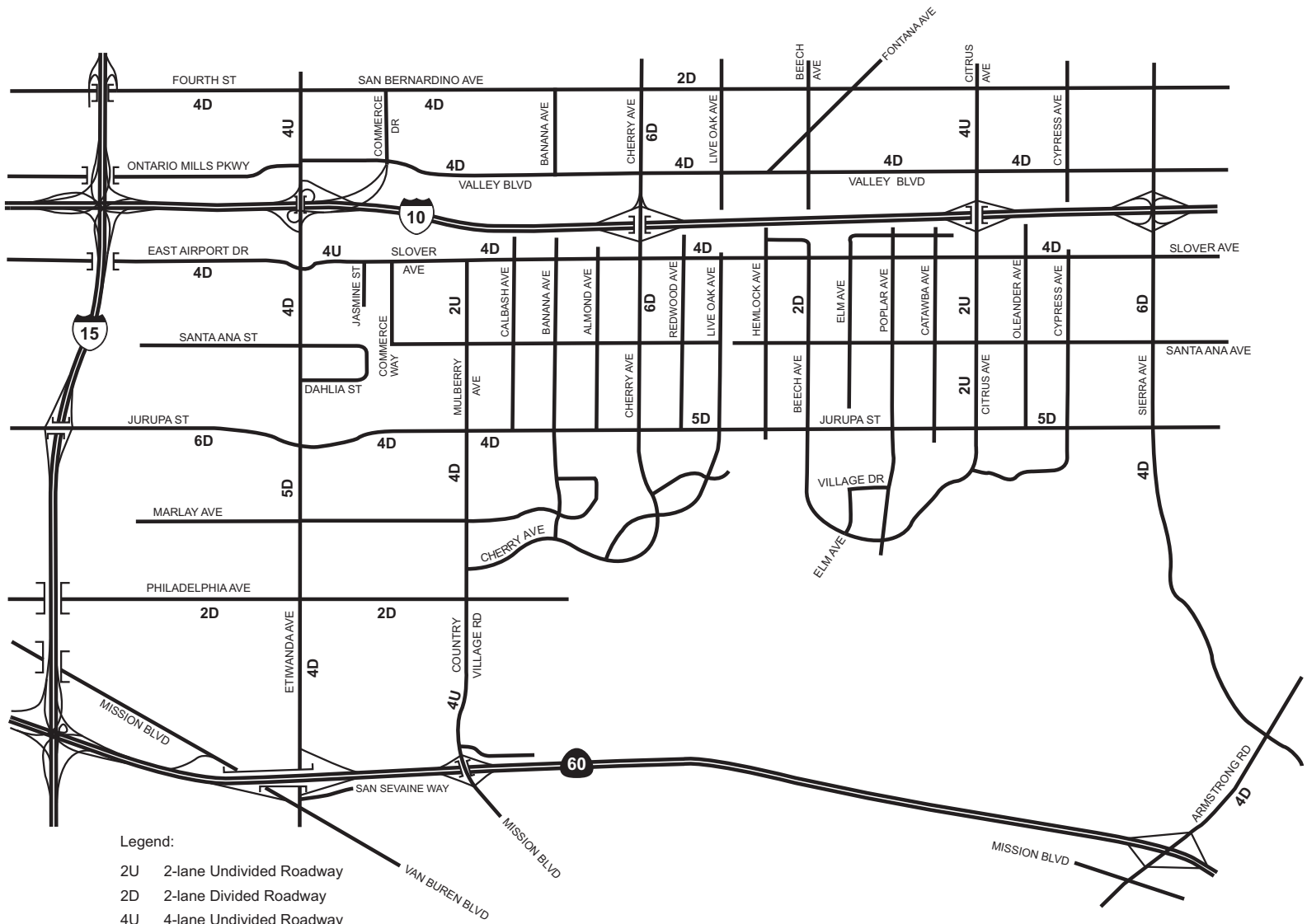
SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 2 - Existing Conditions Study Intersection Geometry



SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
 DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 3 - Existing Conditions Study Intersection Geometry



Existing Conditions Roadway Segment LOS

Table 4.9-8, *Existing Conditions Roadway Segment ADT and LOS*, summarizes existing roadway segment ADT volumes and corresponding LOS.

Table 4.9-8
Existing Conditions Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Existing ADT	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	11,558	0.350	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	6,867	0.208	A
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	26,207	0.535	A
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	3,039	0.253	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	16,571	0.502	A
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	18,393	0.557	A
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	14,941	0.364	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	18,873	0.524	A
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	9,941	0.276	A
Jurupa St btwn Etiwanda Ave and Mulberry Ave	36,000	11,803	0.328	A
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	1,674	0.140	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	10,591	0.294	A
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	13,917	0.387	A
Mulberry Ave btwn Slover Ave and Jurupa Ave	12,000	6,095	0.508	A
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	11,661	0.324	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	36,000	24,479	0.680	B
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	9,176	0.255	A
Jurupa St btwn Mulberry Ave and Cherry Ave	36,000	14,118	0.392	A
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	16,258	0.301	A
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	11,810	0.219	A
San Bernardino Ave btwn Cherry Ave and Fontana Ave	12,000	7,591	0.633	B
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	10,535	0.293	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	11,207	0.311	A
Jurupa St btwn Cherry Ave and Citrus Ave	45,000	15,891	0.353	A
Beech Ave btwn Slover Ave and Jurupa St	12,000	4,276	0.356	A
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	10,732	0.298	A
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	16,138	0.448	A
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	12,000	7,916	0.660	B
Citrus Ave btwn Santa Ana Ave and Jurupa St	12,000	6,740	0.562	A
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	10,292	0.286	A

Table 4.9-8 (continued)
Existing Conditions Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Existing ADT	Volume to Capacity Ratio	LOS
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	11,243	0.312	A
Jurupa St btwn Citrus Ave and Sierra Ave	45,000	12,182	0.271	A
Sierra Ave btwn Slover Ave and Jurupa St	54,000	21,789	0.404	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	20,120	0.559	A
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	19,299	0.536	A
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between.				

As shown in Table 4.9-8, the study roadway segments are operating at an acceptable LOS according to agency performance criteria.

Existing Conditions Study Intersection LOS

Table 4.9-9, Existing Conditions AM & PM Peak Hour Intersection LOS summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections.

Table 4.9-9
Existing Conditions AM and PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1 – I-15 SB Ramps/Jurupa St	21.9 – C	24.9 – C
2 – I-15 NB Ramps/Jurupa St	20.3 – C	21.7 – C
3 – Etiwanda Ave/San Bernardino Ave	23.9 – C	26.3 – C
4 – Etiwanda Ave/I-10 WB Ramps	18.8 – B	10.3 – B
5 – Etiwanda Ave/I-10 EB Ramps	20.9 – C	13.0 – B
6 – Etiwanda Ave/East Airport Dr-Slover Ave	30.7 – C	57.7 – E
7 – Etiwanda Ave/Jurupa St	27.4 – C	31.1 – C
8 – Etiwanda Ave/Marlay Ave	15.7 – B	14.6 – B
9 – Etiwanda Ave/Philadelphia Ave	12.1 – B	12.9 – B
10 – Etiwanda Ave/SR-60 WB Off-Ramp	15.0 – B	12.2 – B
11 – Etiwanda Ave/SR-60 EB On-Ramp	12.2 – B	12.1 – B
12 – Commerce Dr-I-10 WB Ramps/Valley Blvd	23.7 – C	28.5 – C
13 – Mulberry Ave/Slover Ave	20.8 – C	19.9 – B
14 – Mulberry Ave/Santa Ana Ave	18.6 – B	17.5 – B
15 – Mulberry Ave/Jurupa St	27.9 – C	37.5 – D
16 – Mulberry Ave/Marlay Ave	17.9 – B	21.1 – C
17 – Mulberry Ave-Country Village Rd/Philadelphia Ave	9.1 – A	8.0 – A
18 – Country Village Rd/SR-60 WB Ramps	20.7 – C	21.3 – C
19 – Country Village Rd/SR-60 EB Ramps	24.0 – C	29.5 – C
20 – Banana Ave/San Bernardino Ave	9.7 – A	12.0 – B
21 – Banana Ave/Valley Blvd	19.5 – B	40.3 – E

Table 4.9-9 (continued)
Existing Conditions AM and PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
22 – Cherry Ave/San Bernardino Ave	24.0 – C	26.6 – C
23 – Cherry Ave/Valley Blvd	30.9 – C	34.2 – C
24 – Cherry Ave/I-10 WB Ramps	N/A	N/A
25 – Cherry Ave/I-10 EB Ramps	N/A	N/A
26 – Cherry Ave/Slover Ave	30.5 – C	29.8 – C
27 – Cherry Ave/Santa Ana Ave	20.0 – C	13.3 – B
28 – Cherry Ave/Jurupa St	28.8 – C	25.5 – C
29 – Hemlock Ave-Fontana Ave/Valley Blvd	30.8 – C	29.7 – C
30 – Beech Ave/Valley Blvd	15.9 – C	34.9 – D
31 – Beech Ave/Slover Ave	11.5 – B	13.0 – B
32 – Beech Ave/Santa Ana Ave	9.3 – A	10.0 – A
33 – Beech Ave/Jurupa St	24.7 – C	35.1 – E
34 – Citrus Ave/Valley Blvd	44.5 – D	41.1 – D
35 – Citrus Ave/I-10 WB Ramps	N/A	N/A
36 – Citrus Ave/I-10 EB Ramps	N/A	N/A
37 – Citrus Ave/Slover Ave	35.8 – D	29.8 – C
38 – Citrus Ave/Santa Ana Ave	12.3 – B	16.1 – C
39 – Citrus Ave/Jurupa St	17.3 – C	26.4 – D
40 – Sierra Ave/Slover Ave	23.7 – C	29.5 – C
41 – Sierra Ave/Santa Ana Ave	20.8 – C	25.7 – C
42 – Sierra Ave/Jurupa St	31.1 – C	30.3 – C
43 – Armstrong Rd/Sierra Ave	17.3 – B	16.9 – B
44 – Armstrong Rd/SR-60 WB Ramps	23.8 – C	22.6 – C
45 – Armstrong Rd/SR-60 EB Ramps	118.0 – F	>999.9 – F
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold. N/A = Not applicable, since analysis of these intersections is addressed by recent Caltrans Project Reports.		

As shown in Table 4.9-9, the following four study intersections are currently operating at a deficient LOS (LOS E or worse) according to agency performance criteria:

- Etiwanda Avenue/East Airport Drive-Slover Avenue (p.m. peak hour only);
- Banana Avenue/Valley Boulevard (p.m. peak hour only);
- Beech Avenue/Jurupa Street (p.m. peak hour only); and
- Armstrong Road/SR-60 Eastbound Ramps (both a.m. and p.m. peak hours).

4.9.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

PERFORMANCE CRITERIA

The Caltrans *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) provides a target LOS of the “transition between LOS C and LOS D.”

The San Bernardino Associated Governments *Congestion Management Program for San Bernardino County* (SANBAG, December 2007) indicates “In no case shall the LOS standards established be below the level of service E, or the current level, whichever is farthest from level of service A.” Therefore, the SANBAG target for traffic operations is LOS E or better.

The Ontario Plan Mobility Element provides Goal M1 to provide “A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario,” with a target operation of LOS E for all intersections.

The City of Fontana Circulation Element provides goals and policies to develop a balanced transportation system that meets the mobility needs of current and future residents with safe and efficient movement of vehicles, people and goods. Goal #1, Policy #12 indicates the following:

All streets and intersections design after the adoption of the General Plan will be planned to function at level of service (LOS) C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible.

Since the entirety of the project study area consists of roadways planned, constructed, and managed since the adoption of the current General Plan, achieving the LOS C target is considered a notable burden and is beyond feasibility. Typically ensuring LOS C within the built environment as suggested requires roadway widening that is detrimental to commercial activities, property rights, and includes substantial costs to implement. The City of Fontana Circulation Element also includes the statement that “Level of Service D is typically considered the worst acceptable level in an urbanized area”.

Due to the overriding benefits/consideration of building within this developed area, Transportation Demand Management strategies and policies will also be implemented as a cost effective alternative to increasing capacity and will deliver better environmental outcomes, improved public health, stronger communities and livable cities. The City of Fontana has a fully functional, staffed Traffic Management Center to achieve these goals.

Based on discussions with City staff, and consistent with the City of Fontana Circulation Element and the *Fontana Business Center Traffic Impact Analysis* (Meyer, Mohaddes Associates, Inc., April 2003), this study utilizes an LOS target of LOS D or better for roadway segment and intersection operation.

Consistency with the General Plan Circulation Element

The *Traffic Analysis* prepared for the project conservatively does not assume implementation roadway improvements identified in the *Circulation Element*. Instead, the analysis has been prepared to determine which items of the *Circulation Element* need to be implemented to provide acceptable roadway and intersection operations. Each improvement recommended in Section 4.9.5 below that is beyond what is assumed within the *General Plan* includes a specific note that the recommendation is in excess of roadway improvements previously envisioned in the *General Plan*; refer to Exhibit 4.9-11, *City of Fontana General Plan Circulation Master Plan* and Exhibit 4.9-12, *City of Fontana Truck Routes*.

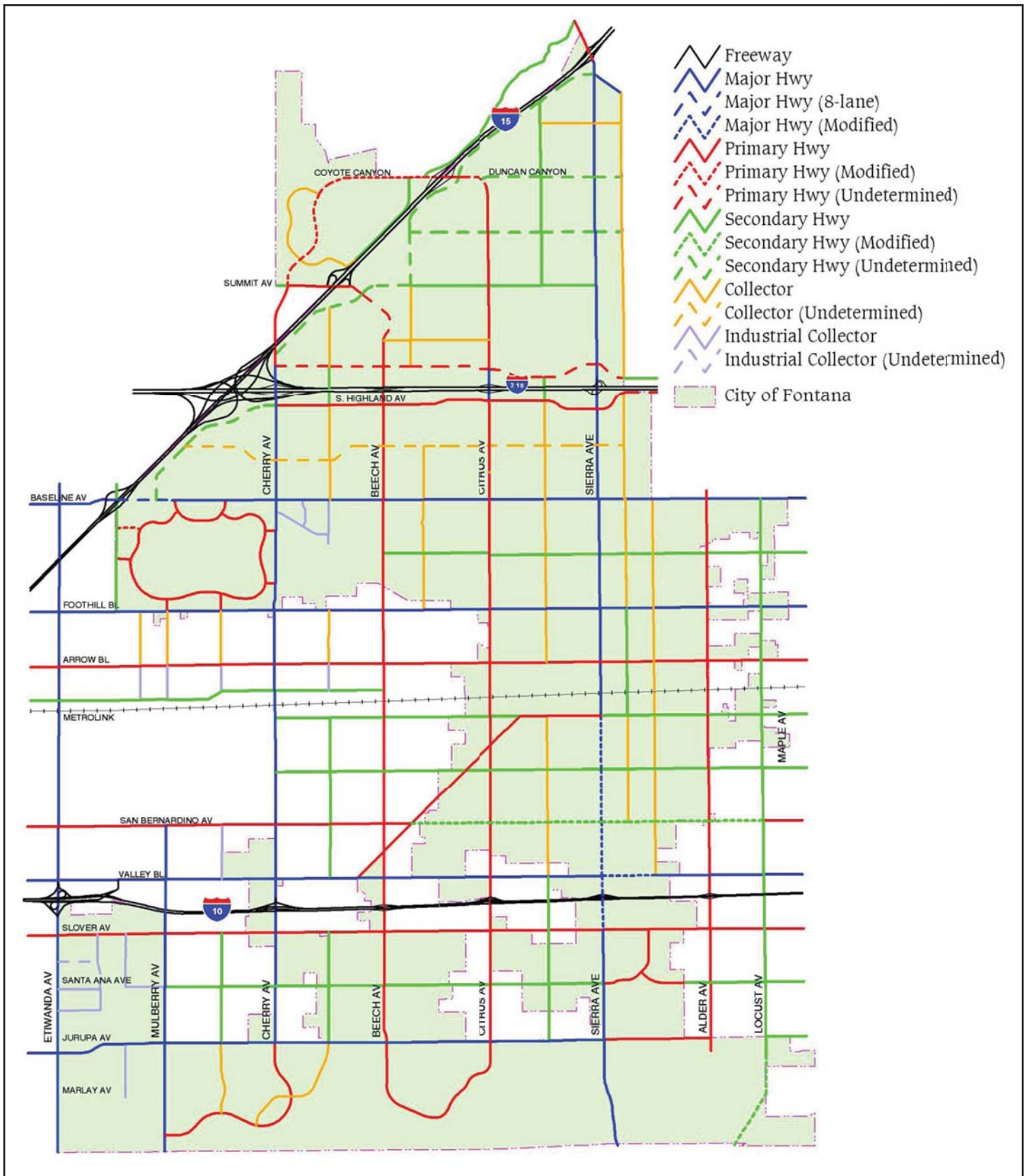
The existing conditions intersection movement counts within the *Traffic Analysis* were recorded by vehicle axle classification, to which the following SANBAG-provided PCE factors were applied:

- Bus = 1.5 PCE;
- 2-axle = 1.5 PCE;
- 3-axle = 2 PCE; and
- 4-axle or more = 3 PCE.

SIGNIFICANCE THRESHOLDS

Appendix G of the *CEQA Guidelines* contains the *Initial Study Environmental Checklist Form*. The Checklist includes questions relating to traffic and circulation, which have been utilized as thresholds of significance in this Section. Accordingly, a significant environmental impact would occur if the project would:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 8.0, *Effects Found Not to be Significant*.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);



Source: City of Fontana General Plan, Adopted 2003.

NOT TO SCALE

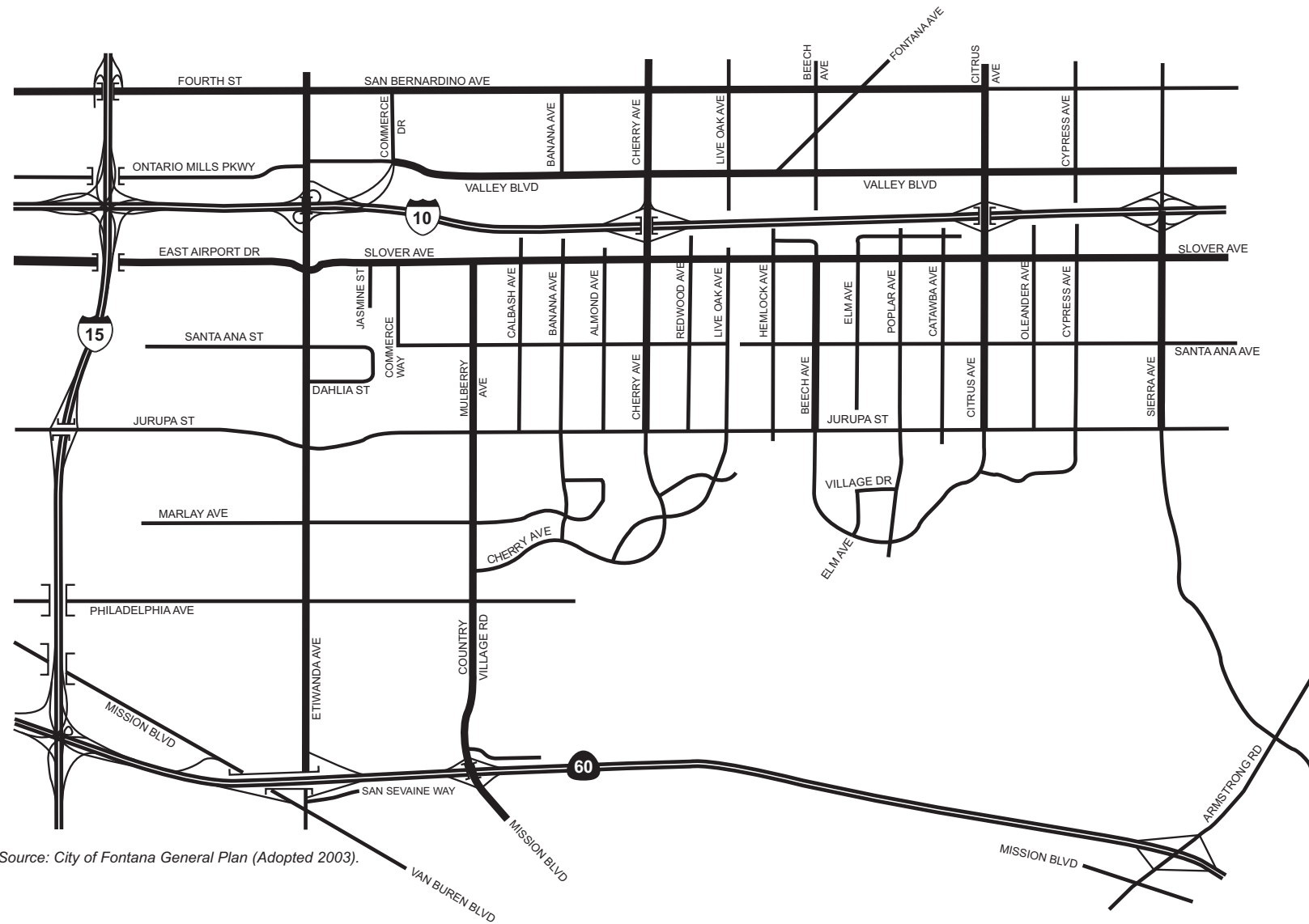


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Exhibit 4.9-11



Legend:

— Designated Truck Route

- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; refer to Section 8.0, *Effects Found Not to be Significant*.

Based on these significance thresholds and criteria, the project's effects have been categorized as either "effects found not to be significant" or "potentially significant impact." Feasible mitigation measures, which could avoid or minimize potentially significant impacts are identified. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a "significant unavoidable impact."

4.9.5 PROJECT IMPACTS AND MITIGATION MEASURES

ANALYTIC METHOD

The approval of the SWIP Specific Plan Update and Annexation Project itself will not directly result in any specific development project. However, the environmental analysis and mitigation measures below have been prepared utilizing a programmatic approach under CEQA, intended to provide the opportunity for tiering (per Section 15152 of the *CEQA Guidelines*) when future development applications are received.

As stated above, the *Traffic Analysis* prepared for the project conservatively does not assume implementation roadway improvements identified in the *Circulation Element*. Instead, the analysis has been prepared to determine which items of the *Circulation Element* need to be implemented to provide acceptable roadway and intersection operations. Each improvement recommended in Section 4.9.5 that is beyond what is assumed within the *General Plan* includes a specific note that the recommendation is in excess of roadway improvements previously envisioned in the *General Plan*.

PROJECT DESIGN FEATURES

The following impacts are addressed in consideration of Project Design Features. The project has been designed to minimize traffic and circulation impacts and associated costs through the following Project Design Feature:

1. The project has been sited in close proximity to I-10, I-15, I-215, and SR-60, reducing the distance to major transportation nodes for existing and future industrial/commercial development; refer to Chapter 3 of the *SWIP Specific Plan Update*.

PROJECT TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

Trip Generation

For the purposes of the *Traffic Analysis*, trip generation is identified for 15 traffic sub-zones, generally coinciding with each of the nine Specific Plan Update districts, as described in Section 2.0, Project Description. To calculate trips forecast to be generated by the proposed project, *Institute of Transportation Engineers (ITE)* trip generation rates were used.

Table 4.9-10, *ITE Trip Rates for Existing and Proposed Land Uses* summarizes *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the existing and proposed project land uses.

Table 4.9-10
ITE Trip Rates for Existing and Proposed Land Uses

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Light Industrial (110)	tsf	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Warehousing (150)	tsf	0.24	0.06	0.30	0.08	0.24	0.32	3.56
Single-Family Detached (210)	du	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Church (560)	tsf	0.35	0.21	0.56	0.26	0.29	0.55	9.11
General Office (710)	tsf	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Office Park (750)	tsf	1.52	0.19	1.71	0.21	1.27	1.48	11.42
Research & Development (760)	tsf	1.01	0.21	1.22	0.16	0.91	1.07	8.11
Shopping Center (820)	tsf	0.61	0.39	1.00	1.83	1.90	3.73	42.94
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: tsf = thousand square feet; du = dwelling unit.								

Table 4.9-11, *Forecast Net Trip Generation by Zone*, summarizes trips forecast to be generated by the proposed project when accounting for displaced land uses using the *ITE* trips rates contained in Table 4.9-10.

**Table 4.9-11
Forecast Net Trip Generation by Zone**

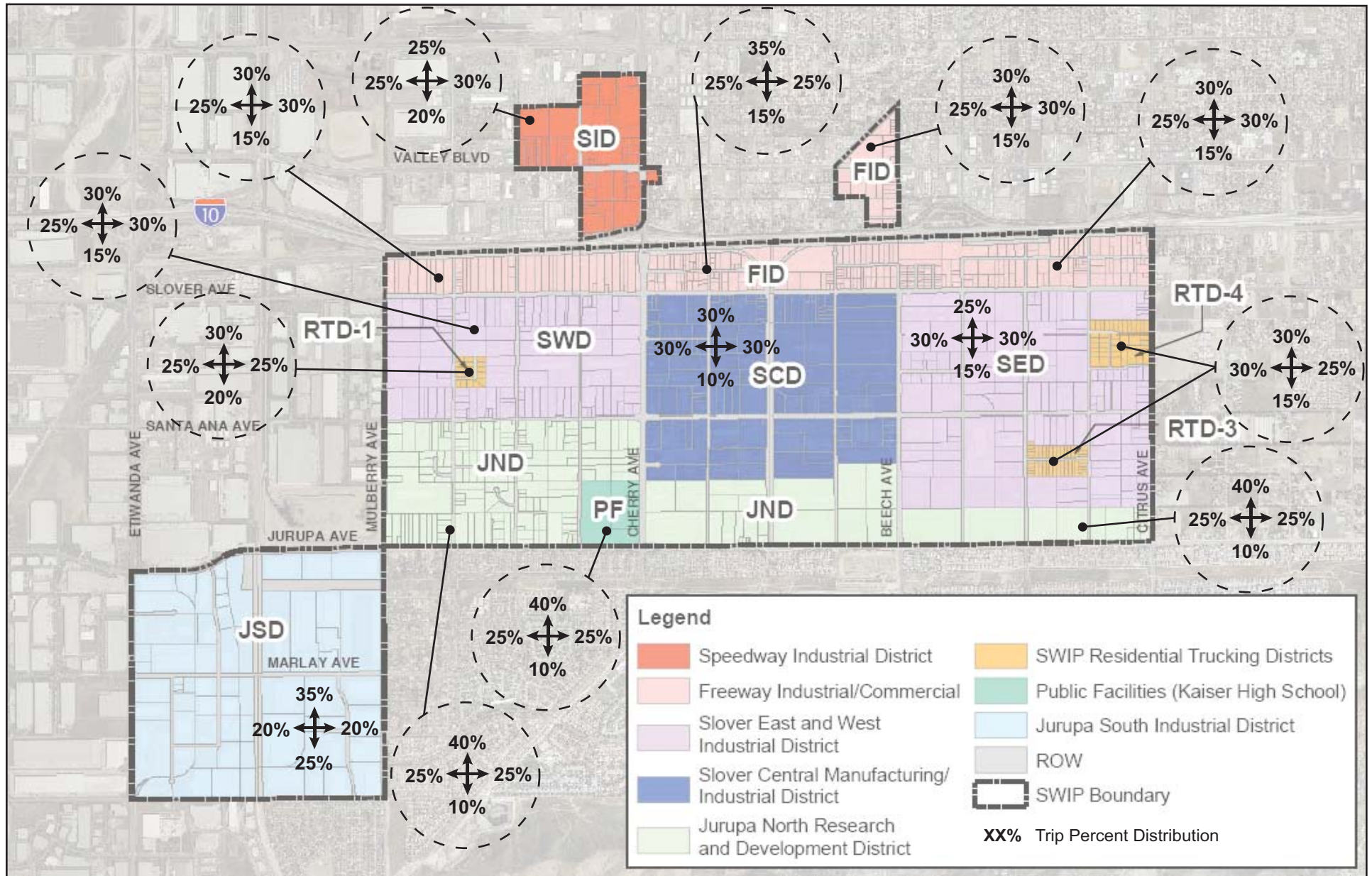
Land Use Zone	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Freeway Industrial Commercial (Central)	836	244	1,080	638	1,061	1,699	24,134
Freeway Industrial Commercial (East)	972	284	1,256	743	1,236	1,979	28,109
Freeway Industrial Commercial (North)	369	107	476	282	469	750	10,650
Freeway Industrial Commercial (West)	821	239	1,060	626	1,043	1,669	23,710
Jurupa North Research & Development (West)	3,699	515	4,214	537	3,409	3,946	29,278
Jurupa North Research & Development (Central)	2,651	369	3,020	386	2,444	2,830	20,988
Jurupa North Research & Development (East)	2,524	353	2,877	366	2,327	2,693	19,973
Jurupa South Industrial	483	114	597	151	486	637	6,837
Slover Central Manufacturing/Industrial	1,139	296	1,435	453	1,020	1,473	12,106
Slover East Industrial	1,574	197	1,771	228	1,465	1,693	13,639
Slover West Industrial	1,934	322	2,256	400	1,980	2,380	21,344
Speedway Industrial	861	126	987	145	901	1,046	8,358
SWIP Residential Trucking (1, 3, and 4)	15	47	62	54	31	85	803
Forecast Total Net Trip Generation	17,878	3,213	21,091	5,009	17,872	22,880	219,929
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011.							

As shown in Table 4.9-11, when accounting for displaced land uses, the proposed project is forecast to generate approximately 219,929 net new daily trips, which include approximately 21,091 a.m. net new peak hour trips and approximately 22,880 p.m. net new peak hour trips.

This trip generation is conservative since it does not utilize the High-Cube Warehouse trip rate which has been developed in recent years to account for warehousing/distribution facilities that have high lot coverage, minimal staffing, and associated low trip generation. As the project would likely include distribution centers matching the High-Cube Warehouse trip rate, the proposed project would produce a lower trip generation than included in the EIR.

Trip Distribution

Forecast distribution of trips to be generated by the proposed project is based on field reconnaissance, understanding of the circulation system, and City-provided information. Exhibit 4.9-13, *Forecast Trip Percent Distribution of Specific Plan Update Districts*, shows the forecast trip percent distribution of the proposed project for each Specific Plan Update District.



Trip Assignment

Exhibit 4.9-14, *Forecast Roadway Segment ADT Assignment of Proposed Project* shows the corresponding forecast assignment of project-generated roadway segment ADT assuming the trip percent distribution shown in Exhibit 4.9-13. Exhibits 4.9-15 through 4.9-17 show the corresponding forecast a.m. peak hour and p.m. peak hour assignment of project-generated trips at the study intersections.

FORECAST YEAR 2030 WITHOUT PROJECT CONDITIONS

In order to establish a baseline condition for an analysis of long-range project-related impacts, it is necessary to examine forecast year 2030 conditions in absence of the proposed Specific Plan Update and Annexation Project. By analyzing future 2030 conditions without the project, it allows for a direct comparison to future 2030 conditions with the project. The forecast year 2030 scenario does not assume implementation of the recommended improvements identified for the forecast existing with project conditions analyzed under the impact analysis below.

Forecast Year 2030 Without Project Conditions Peak Hour Traffic Volumes

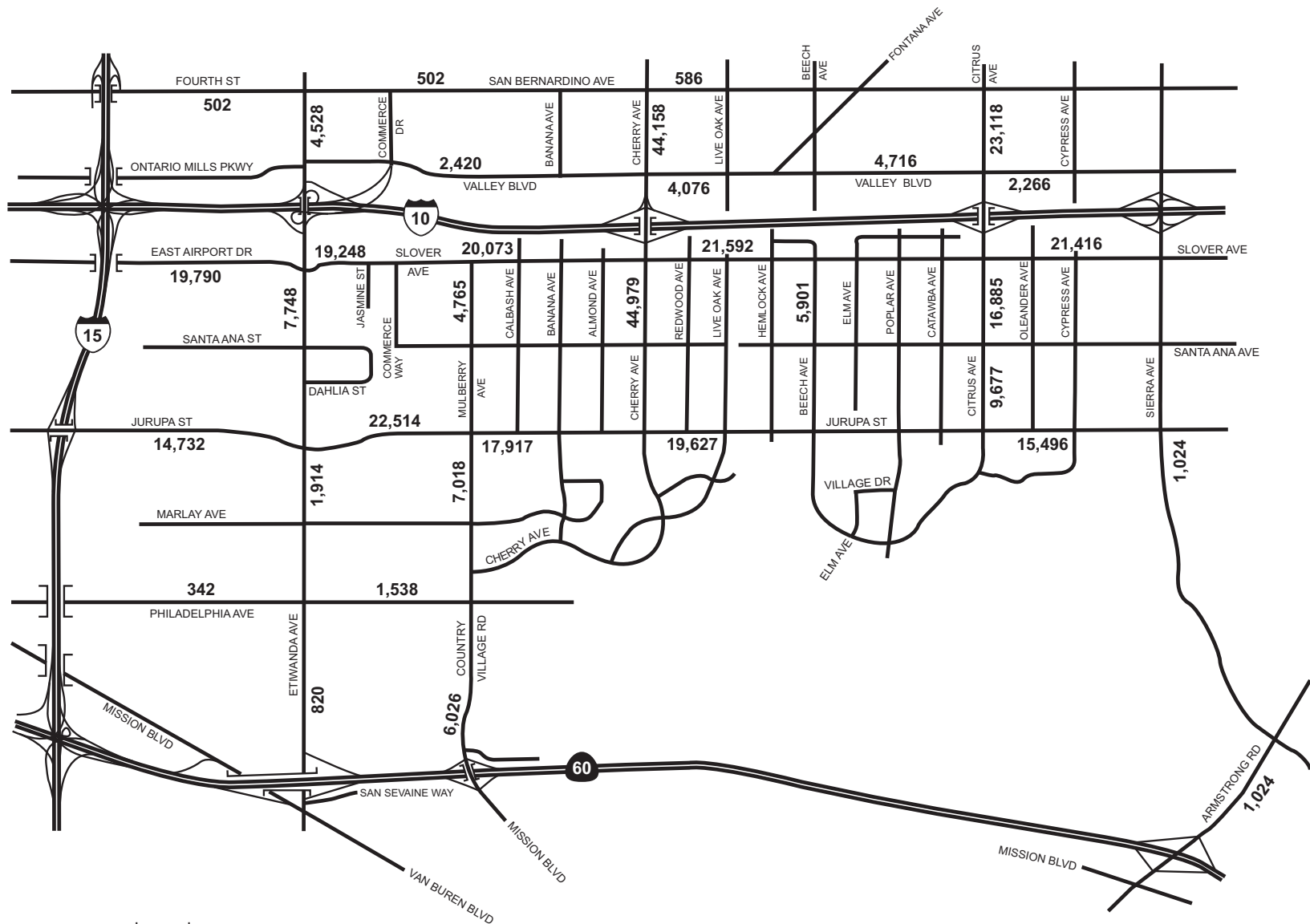
Based on the *Traffic Analysis* prepared for the proposed project, traffic volumes for forecast year 2030 conditions are derived by increasing existing traffic volumes by one percent per year as directed by City staff.³

Exhibit 4.9-18, *Forecast Year 2030 Without Project Conditions Roadway Segment ADT* shows forecast year 2030 without project conditions ADT volumes for the study roadways. Exhibits 4.9-19 through 4.9-21, depict forecast year 2030 without project conditions PCE-adjusted a.m. peak hour and p.m. peak hour volumes at the study intersections.

Forecast Year 2030 Without Project Conditions Roadway Segment LOS

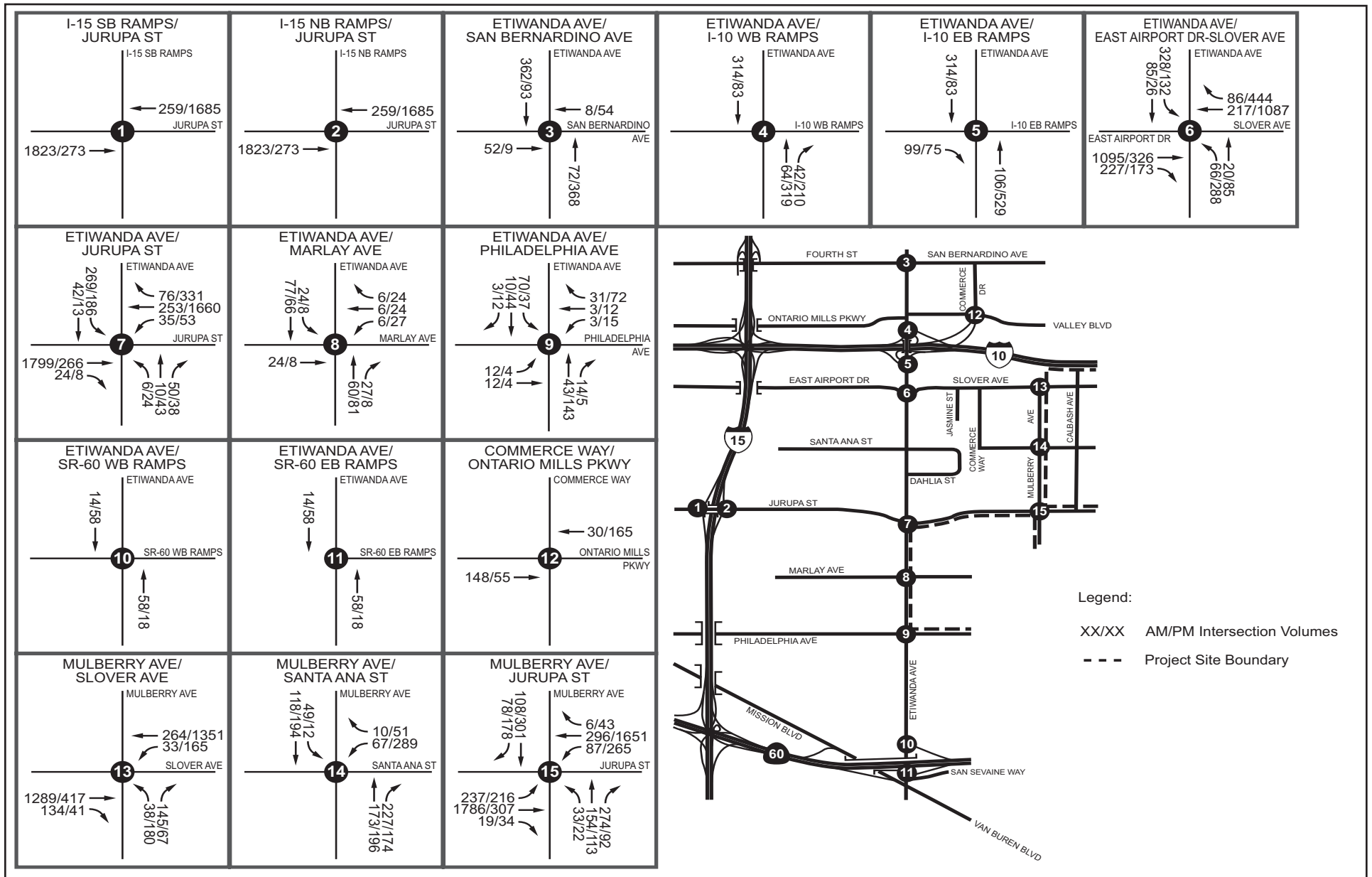
Table 4.9-12, *Forecast Year 2030 Without Project Conditions Roadway Segment ADT and LOS*, summarizes forecast year 2030 without project conditions roadway segment ADT volumes and corresponding LOS.

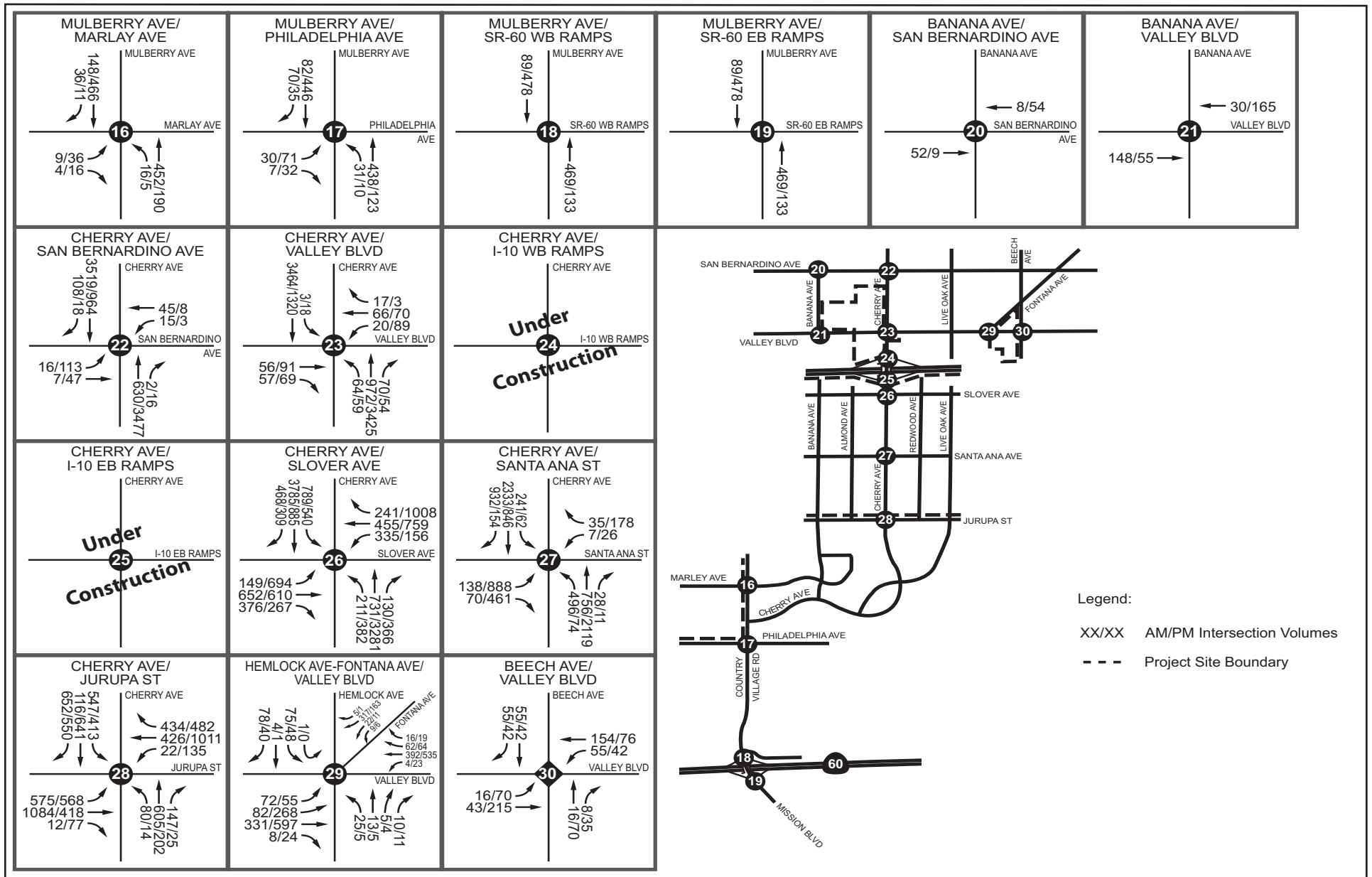
³ The traffic growth rate of one percent per year was developed in consultation with City of Fontana staff and is also the typical growth rate conservatively utilized in the transportation planning industry.

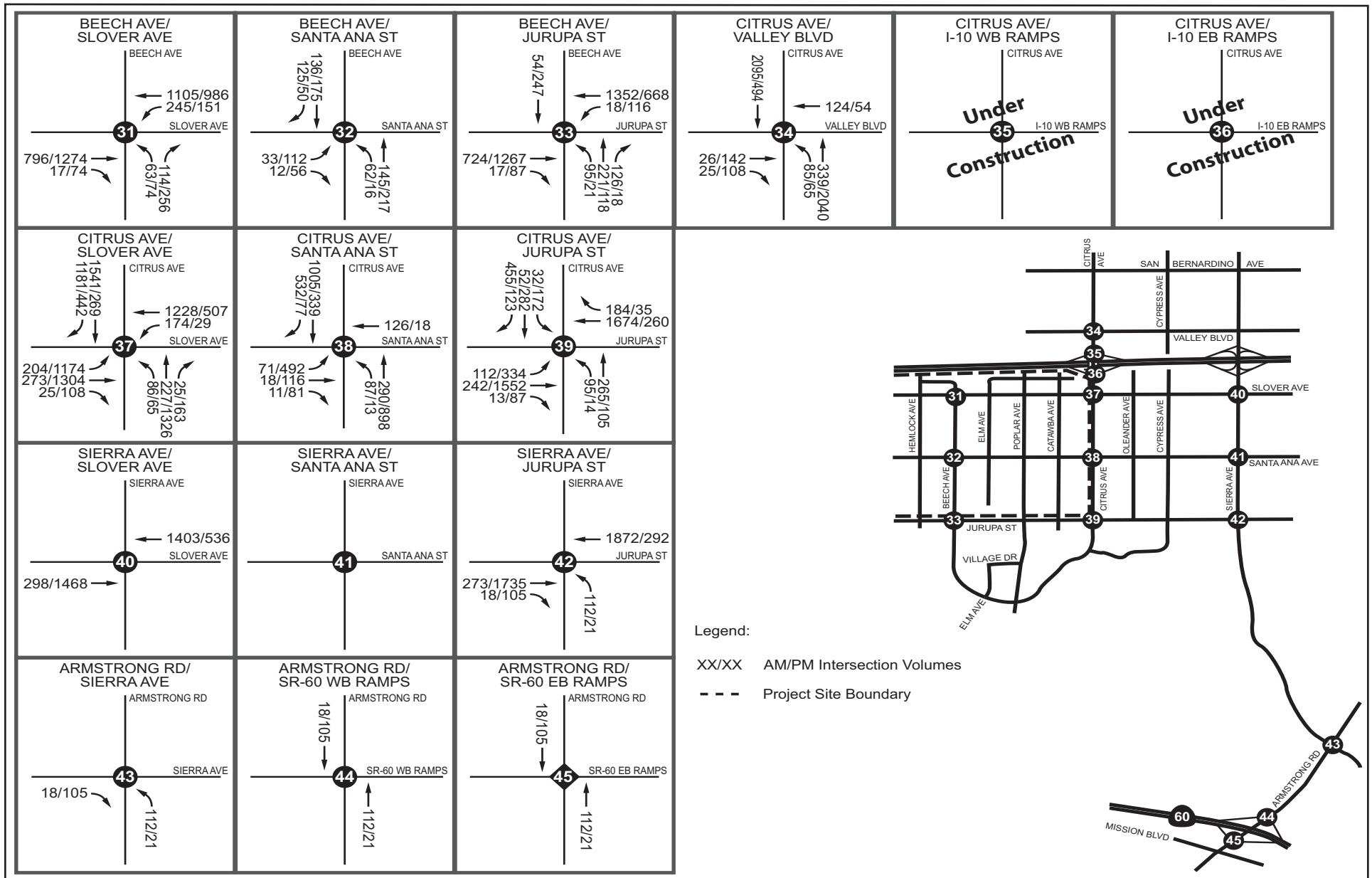


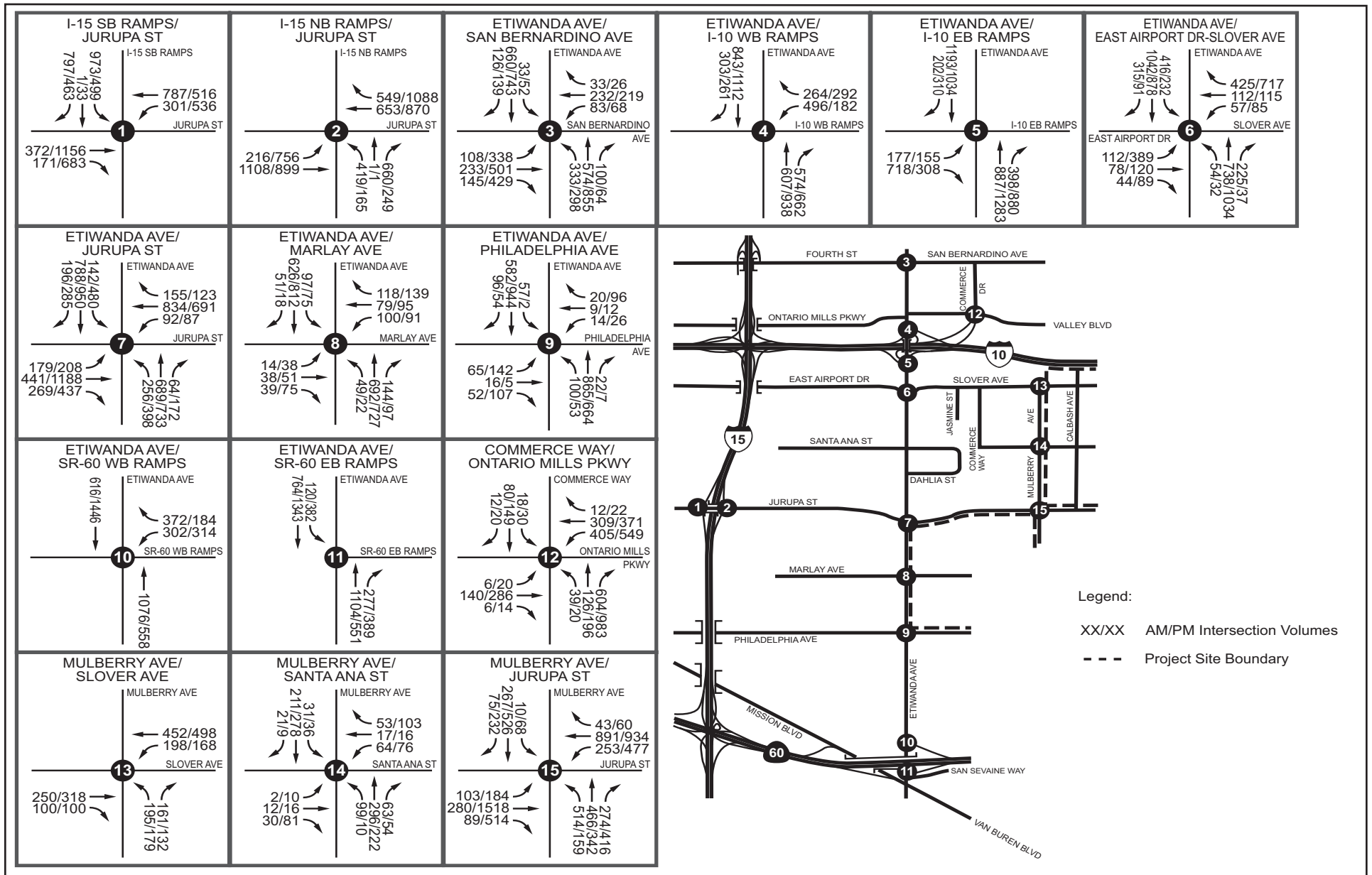
Legend:

XX,XXX Roadway Segment ADT





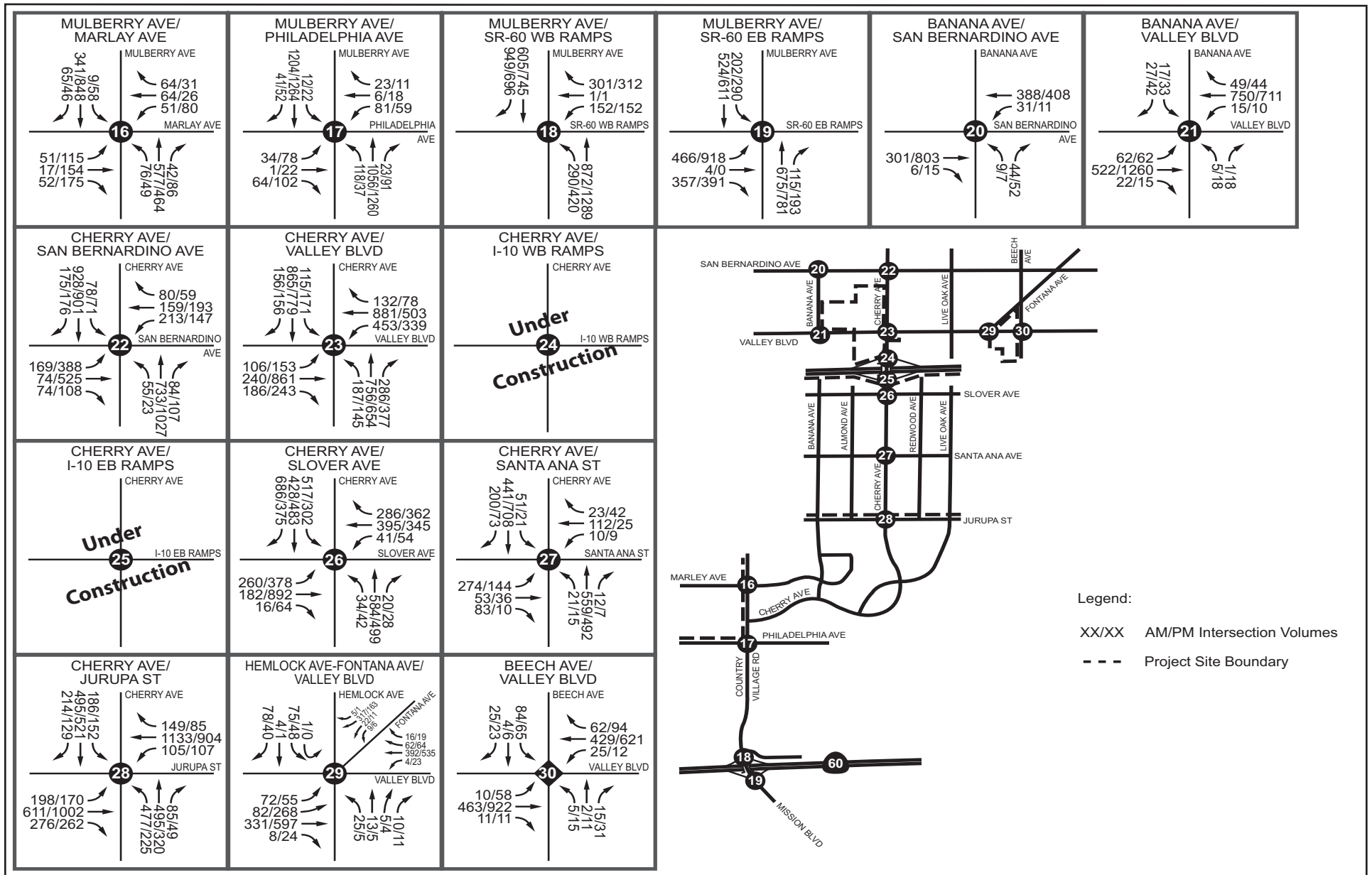




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Area 1 - Forecast Year 2030 Without Project

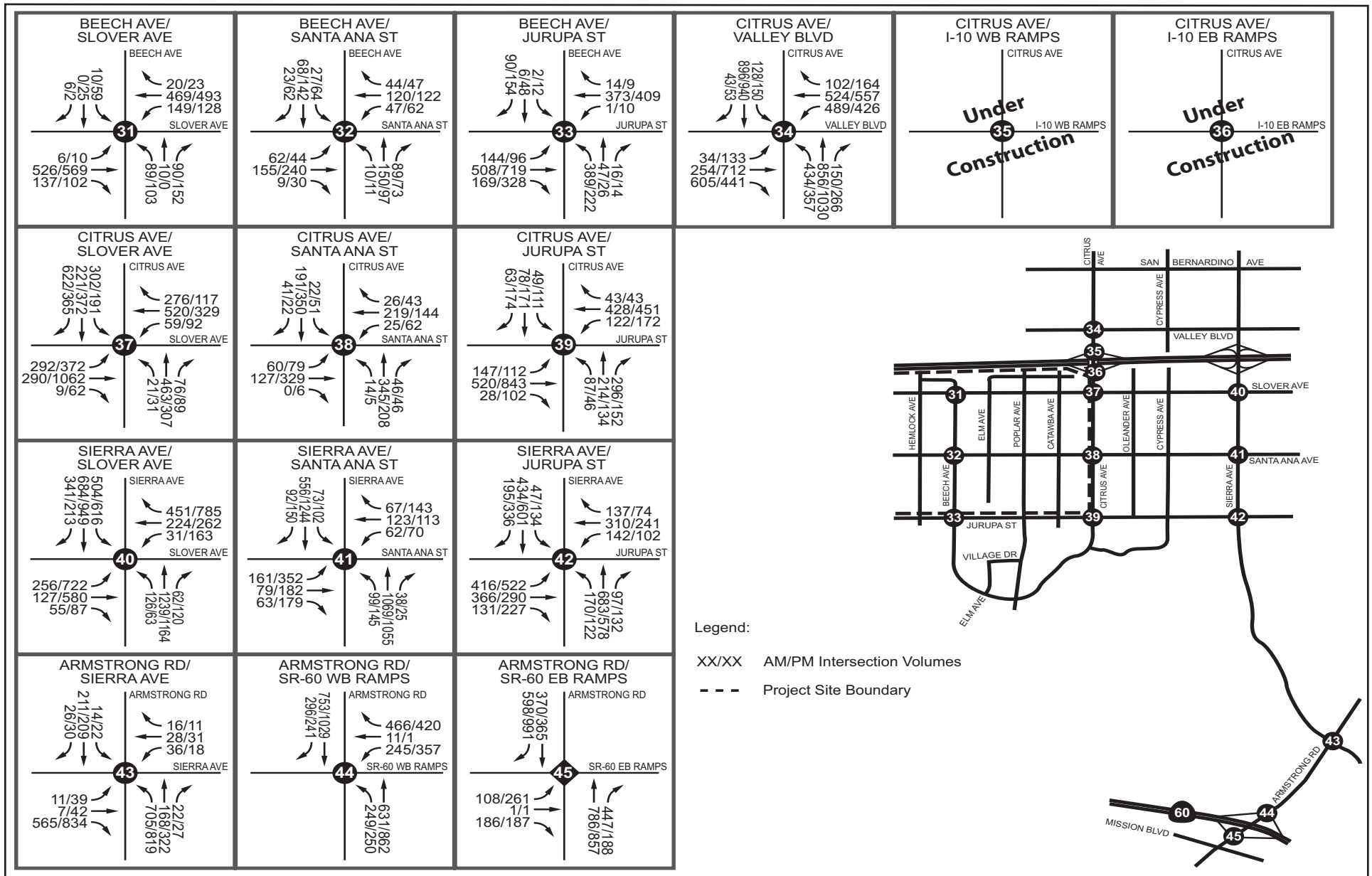
Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



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Area 2 - Forecast Year 2030 Without Project

Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



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Area 3 - Forecast Year 2030 Without Project

Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes

Table 4.9-12
Forecast Year 2030 Without Project Conditions
Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Forecast Year 2030 ADT	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	14,244	0.432	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	8,463	0.256	A
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	32,297	0.659	B
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	3,745	0.300	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	20,422	0.619	B
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	22,667	0.687	B
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	18,413	0.449	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	23,259	0.646	B
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	12,251	0.340	A
Jurupa St btwn Etiwanda Ave and Mulberry Ave	36,000	14,546	0.404	A
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	2,063	0.172	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	13,052	0.363	A
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	17,151	0.476	A
Mulberry Ave btwn Slover Ave and Jurupa Ave	12,000	7,511	0.626	B
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	14,371	0.399	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	36,000	30,168	0.838	D
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	11,308	0.314	A
Jurupa St btwn Mulberry Ave and Cherry Ave	36,000	17,399	0.483	A
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	20,036	0.371	A
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	14,555	0.270	A
San Bernardino Ave btwn Cherry Ave and Fontana Ave	12,000	9,355	0.780	C
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	12,983	0.361	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	13,811	0.384	A
Jurupa St btwn Cherry Ave and Citrus Ave	45,000	19,584	0.435	A
Beech Ave btwn Slover Ave and Jurupa St	12,000	5,270	0.439	A
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	13,226	0.367	A
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	19,888	0.552	A
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	12,000	9,756	0.813	D
Citrus Ave btwn Santa Ana Ave and Jurupa St	12,000	8,306	0.692	B
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	12,684	0.352	A
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	13,856	0.385	A
Jurupa St btwn Citrus Ave and Sierra Ave	45,000	15,013	0.334	A
Sierra Ave btwn Slover Ave and Jurupa St	54,000	26,853	0.497	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	24,796	0.689	B
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	23,784	0.661	B
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between.				

As shown in Table 4.9-12, the study roadway segments are forecast to operate at an acceptable LOS according to agency performance criteria for forecast year 2030 without project conditions.

Forecast Year 2030 Without Project Conditions Study Intersection LOS

Table 4.9-13, *Forecast Year 2030 Without Project Conditions AM and PM Peak Hour Intersection LOS* summarizes forecast year 2030 without project conditions a.m. peak hour and p.m. peak hour study intersection LOS.

Table 4.9-13
Forecast Year 2030 Without Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1 – I-15 SB Ramps/Jurupa St	23.9 – C	30.5 – C
2 – I-15 NB Ramps/Jurupa St	22.1 – C	39.8 – D
3 – Etiwanda Ave/San Bernardino Ave	24.7 – C	28.4 – C
4 – Etiwanda Ave/I-10 WB Ramps	19.8 – B	10.8 – B
5 – Etiwanda Ave/I-10 EB Ramps	25.2 – C	13.9 – B
6 – Etiwanda Ave/East Airport Dr-Slover Ave	42.6 – D	111.5 – F
7 – Etiwanda Ave/Jurupa St	29.3 – C	36.9 – D
8 – Etiwanda Ave/Marlay Ave	16.2 – B	15.1 – B
9 – Etiwanda Ave/Philadelphia Ave	12.4 – B	13.3 – B
10 – Etiwanda Ave/SR-60 WB Off-Ramp	16.1 – B	13.7 – B
11 – Etiwanda Ave/SR-60 EB On-Ramp	15.4 – C	16.6 – C
12 – Commerce Dr-I-10 WB Ramps/Valley Blvd	25.0 – C	39.5 – D
13 – Mulberry Ave/Slover Ave	21.3 – C	20.3 – C
14 – Mulberry Ave/Santa Ana Ave	19.0 – B	18.0 – B
15 – Mulberry Ave/Jurupa St	29.4 – C	65.9 – E
16 – Mulberry Ave/Marlay Ave	18.3 – B	21.9 – C
17 – Mulberry Ave-Country Village Rd/Philadelphia Ave	9.6 – A	8.4 – A
18 – Country Village Rd/SR-60 WB Ramps	33.9 – C	30.1 – C
19 – Country Village Rd/SR-60 EB Ramps	26.8 – C	47.9 – D
20 – Banana Ave/San Bernardino Ave	10.2 – B	13.6 – B
21 – Banana Ave/Valley Blvd	26.2 – D	99.7 – F
22 – Cherry Ave/San Bernardino Ave	24.9 – C	28.5 – C
23 – Cherry Ave/Valley Blvd	35.4 – D	40.9 – D
24 – Cherry Ave/I-10 WB Ramps	N/A	N/A
25 – Cherry Ave/I-10 EB Ramps	N/A	N/A
26 – Cherry Ave/Slover Ave	37.1 – D	34.4 – C
27 – Cherry Ave/Santa Ana Ave	20.7 – C	13.6 – B
28 – Cherry Ave/Jurupa St	31.6 – C	27.0 – C
29 – Fontana Ave/Valley Blvd	43.6 – D	39.3 – D
30 – Beech Ave/Valley Blvd	21.2 – C	102.7 – F
31 – Beech Ave/Slover Ave	14.2 – B	17.4 – C
32 – Beech Ave/Santa Ana Ave	10.1 – B	11.1 – B
33 – Beech Ave/Jurupa St	59.4 – F	107.7 – F

Table 4.9-13 (continued)
Forecast Year 2030 Without Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
34 – Citrus Ave/Valley Blvd	82.3 – F	77.1 – E
35 – Citrus Ave/I-10 WB Ramps	N/A	N/A
36 – Citrus Ave/I-10 EB Ramps	N/A	N/A
37 – Citrus Ave/Slover Ave	54.7 – D	34.4 – C
38 – Citrus Ave/Santa Ana Ave	16.9 – C	33.0 – D
39 – Citrus Ave/Jurupa St	29.0 – D	64.0 – F
40 – Sierra Ave/Slover Ave	25.0 – C	33.0 – C
41 – Sierra Ave/Santa Ana Ave	21.4 – C	27.8 – C
42 – Sierra Ave/Jurupa St	29.0 – C	28.4 – C
43 – Armstrong Rd/Sierra Ave	18.0 – B	17.6 – B
44 – Armstrong Rd/SR-60 WB Ramps	27.8 – C	27.6 – C
45 – Armstrong Rd/SR-60 EB Ramps	640.2 – F	>999.9 – F
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold. N/A = Not applicable, since analysis of these intersections is addressed by recent Caltrans Project Reports.		

As shown in Table 4.9-13, the following 12 study intersections are forecast to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for forecast year 2030 without project conditions:

- Etiwanda Avenue/East Airport Drive-Slover Avenue (p.m. peak hour only);
- Mulberry Avenue/Jurupa Street (p.m. peak hour only);
- Banana Avenue/Valley Boulevard (p.m. peak hour only);
- Cherry Avenue/I-10 Westbound Ramps (a.m. peak hour only);
- Cherry Avenue/I-10 Eastbound Ramps (p.m. peak hour only);
- Beech Avenue/Valley Boulevard (p.m. peak hour only);
- Beech Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Citrus Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Citrus Avenue/I-10 Westbound Ramps (p.m. peak hour only);
- Citrus Avenue/I-10 Eastbound Ramps (p.m. peak hour only);
- Citrus Avenue/Jurupa Street (p.m. peak hour only); and
- Armstrong Road/SR-60 Eastbound Ramps (both a.m. and p.m. peak hours).

INCREASED TRAFFIC VOLUMES

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

or

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

Impact 4.9-1

Upon implementation of recommended mitigation measures, the project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system and would not exceed a county congestion management agency LOS standard.
Determination: *Significant and Unavoidable Impact.*

Forecast Existing With Project Conditions

The forecast existing with project scenario is considered in this Program EIR in order to provide a near-term analysis of project impacts based on roadway infrastructure as it exists today. Under this scenario, an analysis of impacts is provided and a range of deficient roadway segments and intersections have been identified. A range of recommended roadway improvements is provided as mitigation. However, since the majority of recommended roadway improvements are currently unfunded or only partially funded, implementation of these improvements cannot be assured and thus impacts are considered significant and unavoidable.

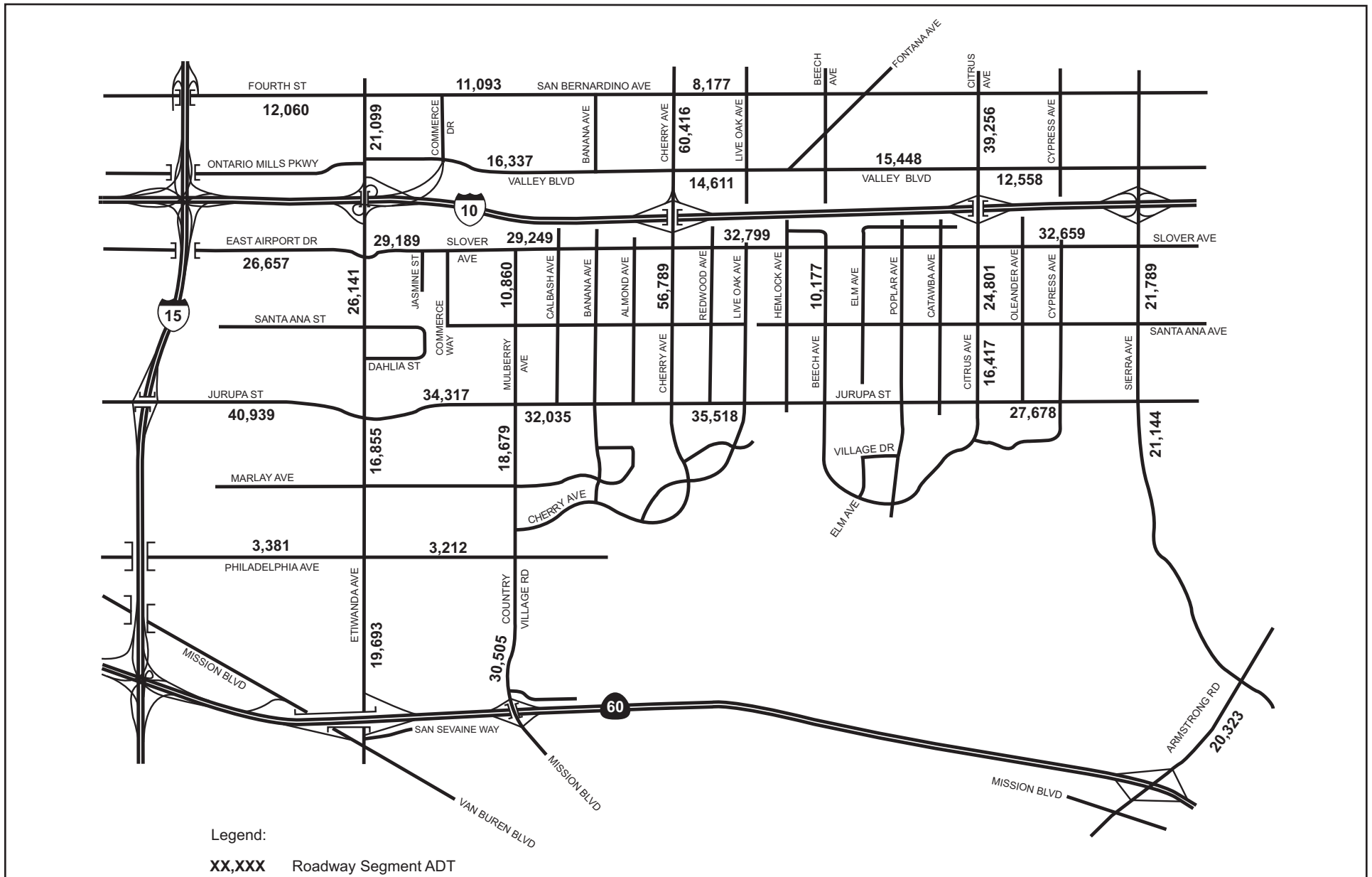
FORECAST EXISTING WITH PROJECT CONDITIONS TRAFFIC VOLUMES

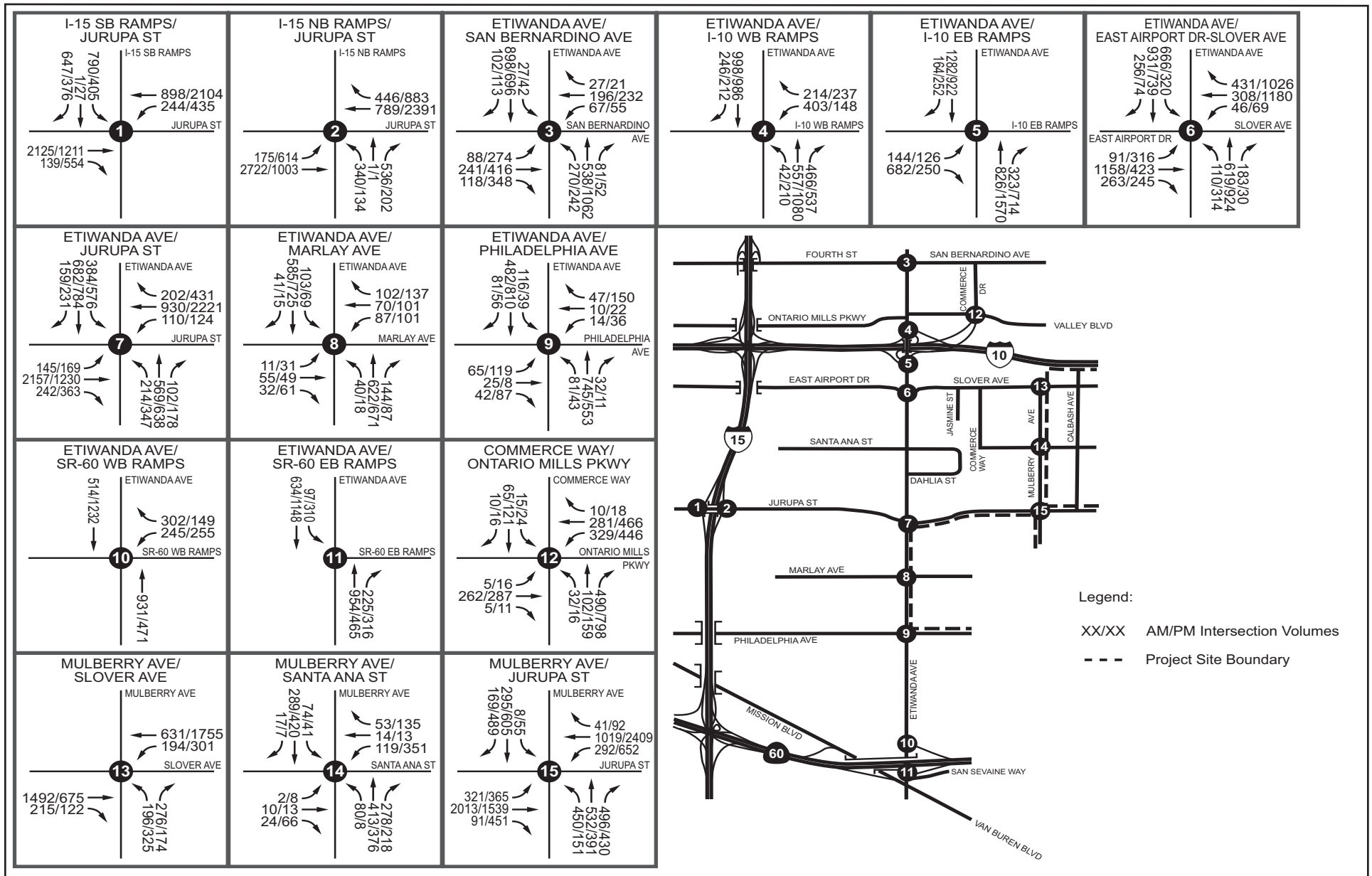
Forecast existing with project conditions traffic volumes are derived by adding trips forecast to be generated by the proposed project to existing conditions traffic volumes.

Exhibit 4.9-22, *Forecast Existing Year With Proposed Project Roadway Segment ADT* shows forecast existing with project conditions roadway segment ADT volumes. Exhibits 4.9-23 through 4.9-25 show forecast existing with project conditions PCE-adjusted a.m. peak hour and p.m. peak hour volumes at the study intersections.

FORECAST EXISTING WITH PROJECT CONDITIONS ROADWAY SEGMENT LOS

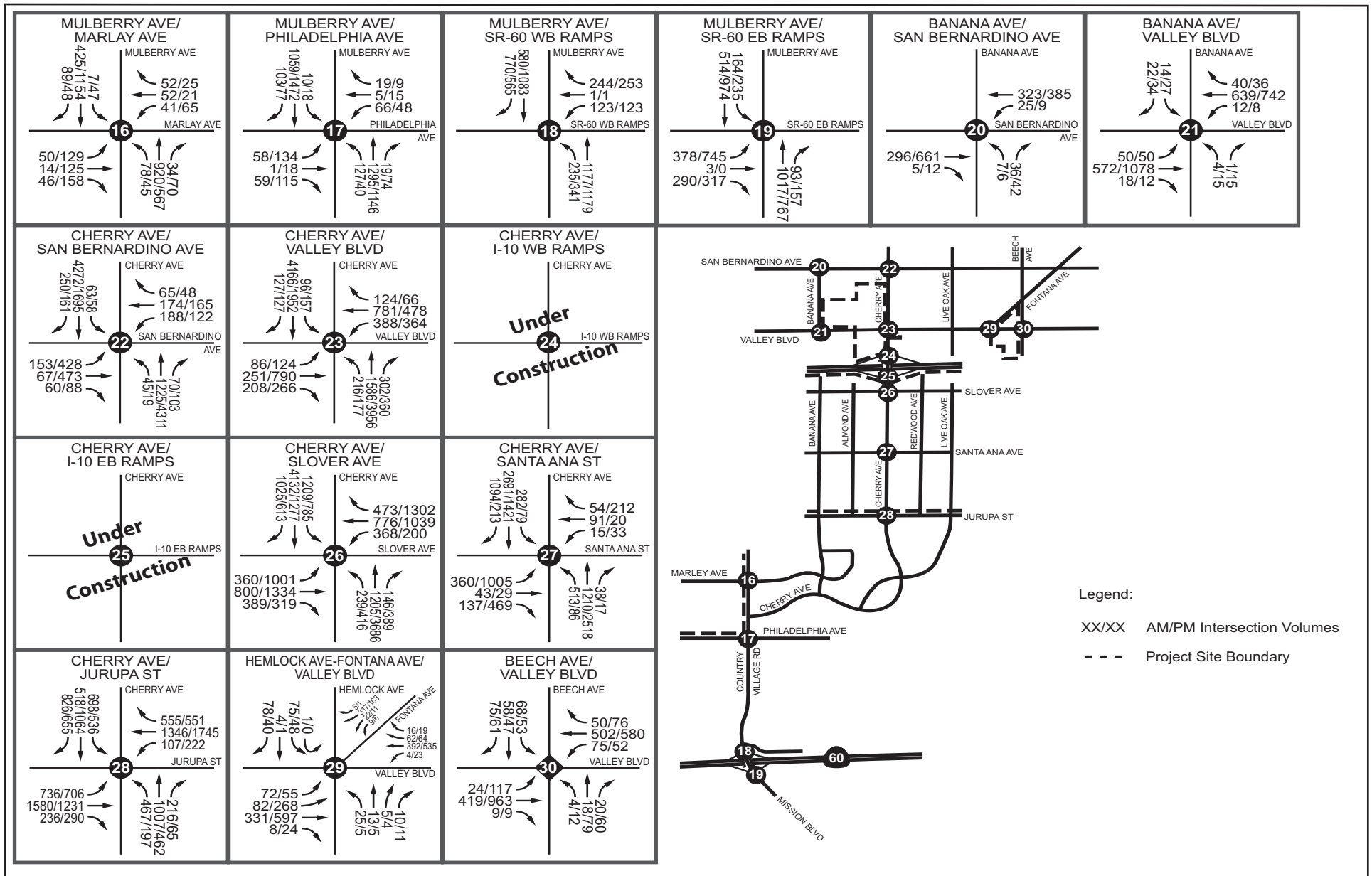
Table 4.9-14, *Forecast Existing With Project Conditions Roadway Segment ADT and LOS*, summarizes forecast existing with project conditions roadway segment ADT volumes and corresponding LOS.





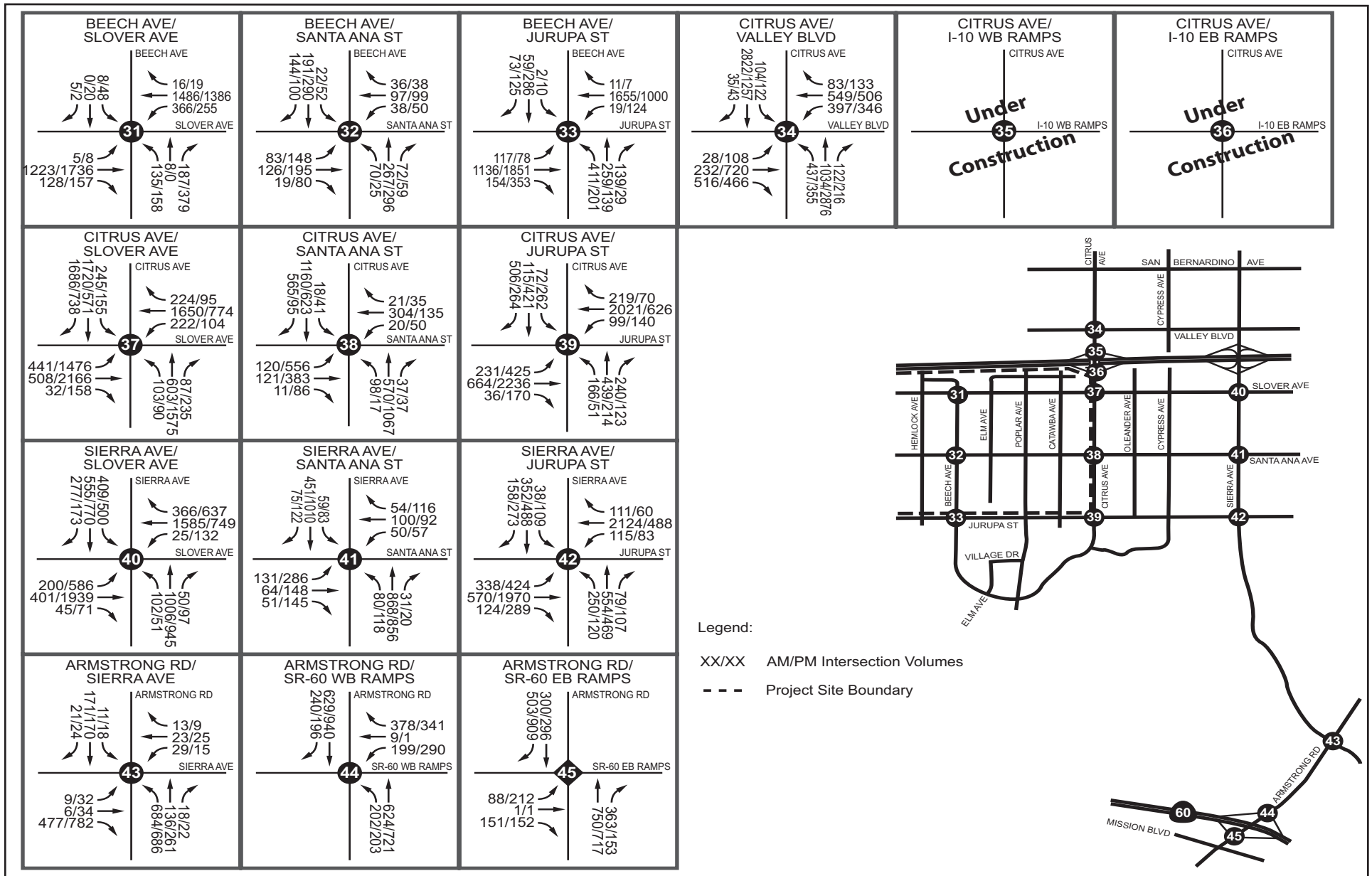
SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 1 - Forecast Existing With Project Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 2 - Forecast Existing With Project Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 3 - Forecast Existing With Project

Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



**Table 4.9-14
Forecast Existing With Project Conditions
Roadway Segment ADT and LOS**

Study Roadway Segment	LOS E Capacity	Forecast Ex+P ADT Volumes	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	12,060	0.365	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	25,157	0.762	C
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	42,439	0.866	D
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	3,381	0.270	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	21,099	0.639	B
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	27,141	0.822	D
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	16,855	0.411	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	19,693	0.547	A
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	27,689	0.769	C
Jurupa St btwn Etiwanda Ave and Mulberry Ave	36,000	36,817	1.023	F
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	3,212	0.268	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	11,093	0.308	A
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	16,337	0.454	A
Mulberry Ave btwn Slover Ave and Jurupa Ave	12,000	11,860	0.988	E
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	18,679	0.519	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	36,000	30,505	0.847	D
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	23,749	0.660	B
Jurupa St btwn Mulberry Ave and Cherry Ave	36,000	36,535	1.015	E
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	60,416	1.119	F
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	55,289	1.024	F
San Bernardino Ave btwn Cherry Ave and Fontana Ave	12,000	8,177	0.681	B
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	15,111	0.420	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	27,299	0.758	C
Jurupa St btwn Cherry Ave and Citrus Ave	45,000	41,518	0.923	E
Beech Ave btwn Slover Ave and Jurupa St	12,000	9,177	0.765	C
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	15,948	0.443	A
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	39,256	1.090	F
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	12,000	24,301	2.025	F
Citrus Ave btwn Santa Ana Ave and Jurupa St	12,000	16,917	1.410	F
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	12,558	0.349	A
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	29,659	0.824	D
Jurupa St btwn Citrus Ave and Sierra Ave	45,000	31,178	0.693	B
Sierra Ave btwn Slover Ave and Jurupa St	54,000	20,789	0.385	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	21,144	0.587	A
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	20,323	0.565	A
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between; Ex+P = Existing Plus Project.				



As shown in Table 4.9-14, with the addition of project-generated trips, the following nine roadway segments are forecast to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for forecast existing with project conditions:

- Jurupa Street between Etiwanda Avenue and Mulberry Avenue;
- Mulberry Avenue between Slover Avenue and Jurupa Street;
- Jurupa Street between Mulberry Avenue and Cherry Avenue;
- Cherry Avenue between San Bernardino Avenue and I-10 Westbound Ramps;
- Cherry Avenue between I-10 Eastbound Ramps and Jurupa Street;
- Jurupa Street between Cherry Avenue and Citrus Avenue;
- Citrus Avenue between San Bernardino Avenue and I-10 Westbound Ramps;
- Citrus Avenue between I-10 Eastbound Ramps and Santa Ana Avenue; and
- Citrus Avenue between Santa Ana Avenue and Jurupa Street.

Note that high forecast traffic volumes on Cherry Avenue and Citrus Avenue in the vicinity of I-10 are related to the lack of parallel north-south roadways such as Mulberry Avenue and Beech Avenue, which are identified as future crossings of I-10 in the City's *Circulation Element*. Since the collection of baseline traffic data for this analysis, the Cypress Avenue overcrossing has been constructed and provides vehicular connectivity between Slover Avenue and Valley Boulevard over I-10.

FORECAST EXISTING WITH PROJECT CONDITIONS STUDY INTERSECTION LOS

Table 4.9-15, *Forecast Existing With Project Conditions AM and PM Peak Hour Intersection LOS* summarizes forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections.

Table 4.9-15
Forecast Existing With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Existing Without Project Conditions		Forecast Existing With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1 – I-15 SB Ramps/Jurupa St	21.9 – C	24.9 – C	37.3 – D	22.3 – C
2 – I-15 NB Ramps/Jurupa St	20.3 – C	21.7 – C	20.2 – C	20.8 – C
3 – Etiwanda Ave/San Bernardino Ave	23.9 – C	26.3 – C	22.5 – C	26.1 – C
4 – Etiwanda Ave/I-10 WB Ramps	18.8 – B	10.3 – B	17.7 – B	9.0 – A
5 – Etiwanda Ave/I-10 EB Ramps	20.9 – C	13.0 – B	24.9 – C	14.2 – B
6 – Etiwanda Ave/East Airport Dr-Slover Ave	30.7 – C	57.7 – E	93.1 – F	208.8 – F
7 – Etiwanda Ave/Jurupa St	27.4 – C	31.1 – C	61.1 – E	90.6 – F

Table 4.9-15 (continued)
Forecast Existing With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Existing Without Project Conditions		Forecast Existing With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
8 – Etiwanda Ave/Marlay Ave	15.7 – B	14.6 – B	16.1 – B	15.3 – B
9 – Etiwanda Ave/Philadelphia Ave	12.1 – B	12.9 – B	15.4 – B	16.4 – B
10 – Etiwanda Ave/SR-60 WB Off-Ramp	15.0 – B	12.2 – B	14.7 – B	12.0 – B
11 – Etiwanda Ave/SR-60 EB On-Ramp	12.2 – B	12.1 – B	12.7 – B	12.3 – B
12 – Commerce Dr-I-10 WB Ramps/Valley Blvd	23.7 – C	28.5 – C	25.9 – C	30.1 – C
13 – Mulberry Ave/Slover Ave	20.8 – C	19.9 – B	19.9 – B	20.7 – C
14 – Mulberry Ave/Santa Ana Ave	18.6 – B	17.5 – B	18.4 – B	22.3 – C
15 – Mulberry Ave/Jurupa St	27.9 – C	37.5 – D	81.6 – F	159.8 – F
16 – Mulberry Ave/Marlay Ave	17.9 – B	21.1 – C	13.4 – B	18.2 – B
17 – Mulberry Ave-Country Village Rd/Philadelphia Ave	9.1 – A	8.0 – A	9.1 – A	9.5 – A
18 – Country Village Rd/SR-60 WB Ramps	20.7 – C	21.3 – C	18.4 – B	26.2 – C
19 – Country Village Rd/SR-60 EB Ramps	24.0 – C	29.5 – C	25.1 – C	30.6 – C
20 – Banana Ave/San Bernardino Ave	9.7 – A	12.0 – B	10.0 – B	12.1 – B
21 – Banana Ave/Valley Blvd	19.5 – B	40.3 – E	24.3 – C	53.5 – F
22 – Cherry Ave/San Bernardino Ave	24.0 – C	26.6 – C	90.0 – F	152.8 – F
23 – Cherry Ave/Valley Blvd	30.9 – C	34.2 – C	303.6 – F	289.2 – F
24 – Cherry Ave/I-10 WB Ramps	N/A	N/A	N/A	N/A
25 – Cherry Ave/I-10 EB Ramps	N/A	N/A	N/A	N/A
26 – Cherry Ave/Slover Ave	30.5 – C	29.8 – C	529.7 – F	642.1 – F
27 – Cherry Ave/Santa Ana Ave	20.0 – C	13.3 – B	162.0 – F	108.9 – F
28 – Cherry Ave/Jurupa St	28.8 – C	25.5 – C	128.0 – F	104.8 – F
29 – Hemlock Ave-Fontana Ave/Valley Blvd	30.8 – C	29.7 – C	31.9 – C	30.7 – C
30 – Beech Ave/Valley Blvd	15.9 – C	34.9 – D	49.5 – E	>999.9 – F
31 – Beech Ave/Slover Ave	11.5 – B	13.0 – B	228.3 – F	410.5 – F
32 – Beech Ave/Santa Ana Ave	9.3 – A	10.0 – A	13.3 – B	19.6 – C
33 – Beech Ave/Jurupa St	24.7 – C	35.1 – E	733.3 – F	738.4 – F
34 – Citrus Ave/Valley Blvd	44.5 – D	41.1 – D	244.7 – F	224.6 – F
35 – Citrus Ave/I-10 WB Ramps	N/A	N/A	N/A	N/A
36 – Citrus Ave/I-10 EB Ramps	N/A	N/A	N/A	N/A
37 – Citrus Ave/Slover Ave	35.8 – D	29.8 – C	411.1 – F	469.4 – F
38 – Citrus Ave/Santa Ana Ave	12.3 – B	16.1 – C	854.7 – F	595.0 – F
39 – Citrus Ave/Jurupa St	17.3 – C	26.4 – D	766.0 – F	538.0 – F
40 – Sierra Ave/Slover Ave	23.7 – C	29.5 – C	41.9 – D	57.9 – E
41 – Sierra Ave/Santa Ana Ave	20.8 – C	25.7 – C	20.8 – C	25.7 – C
42 – Sierra Ave/Jurupa St	31.1 – C	30.3 – C	347.4 – F	108.6 – F
43 – Armstrong Rd/Sierra Ave	17.3 – B	16.9 – B	16.5 – B	16.8 – B
44 – Armstrong Rd/SR-60 WB Ramps	23.8 – C	22.6 – C	23.3 – C	22.8 – C
45 – Armstrong Rd/SR-60 EB Ramps	118.0 – F	>999.9 – F	166.7 – F	>999.9 – F

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.

Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold. N/A = Not applicable, since analysis of these intersections is addressed by recent Caltrans Project Reports.

As shown in Table 4.9-15, with the addition of project-generated trips, the following 19 study intersections are forecast to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for forecast existing with project conditions:

- Etiwanda Avenue/East Airport Drive-Slover Avenue (both a.m. and p.m. peak hours);
- Etiwanda Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Mulberry Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Banana Avenue/Valley Boulevard (p.m. peak hour only);
- Cherry Avenue/San Bernardino Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Cherry Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Santa Ana Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Beech Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Beech Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Beech Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Citrus Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Citrus Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Citrus Avenue/Santa Ana Avenue (both a.m. and p.m. peak hours);
- Citrus Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Sierra Avenue/Slover Avenue (p.m. peak hour only);
- Sierra Avenue/Jurupa Street (both a.m. and p.m. peak hours); and
- Armstrong Road/SR-60 Eastbound Ramps (both a.m. and p.m. peak hours).

Since the collection of baseline traffic data for this analysis, the Sierra Avenue/Jurupa Street intersection has been improved to accommodate forecast existing with project conditions traffic volumes.

FORECAST EXISTING WITH PROJECT CONDITIONS RECOMMENDED IMPROVEMENTS

A total of 29 recommended improvements are identified to achieve acceptable operations at the deficient roadway segments and intersections for forecast existing with project conditions. These recommendations are included below as Mitigation Measures 4.9-1a through 4.9-1cc. These improvements include a range of new roadway constructions, widenings, signalizations,



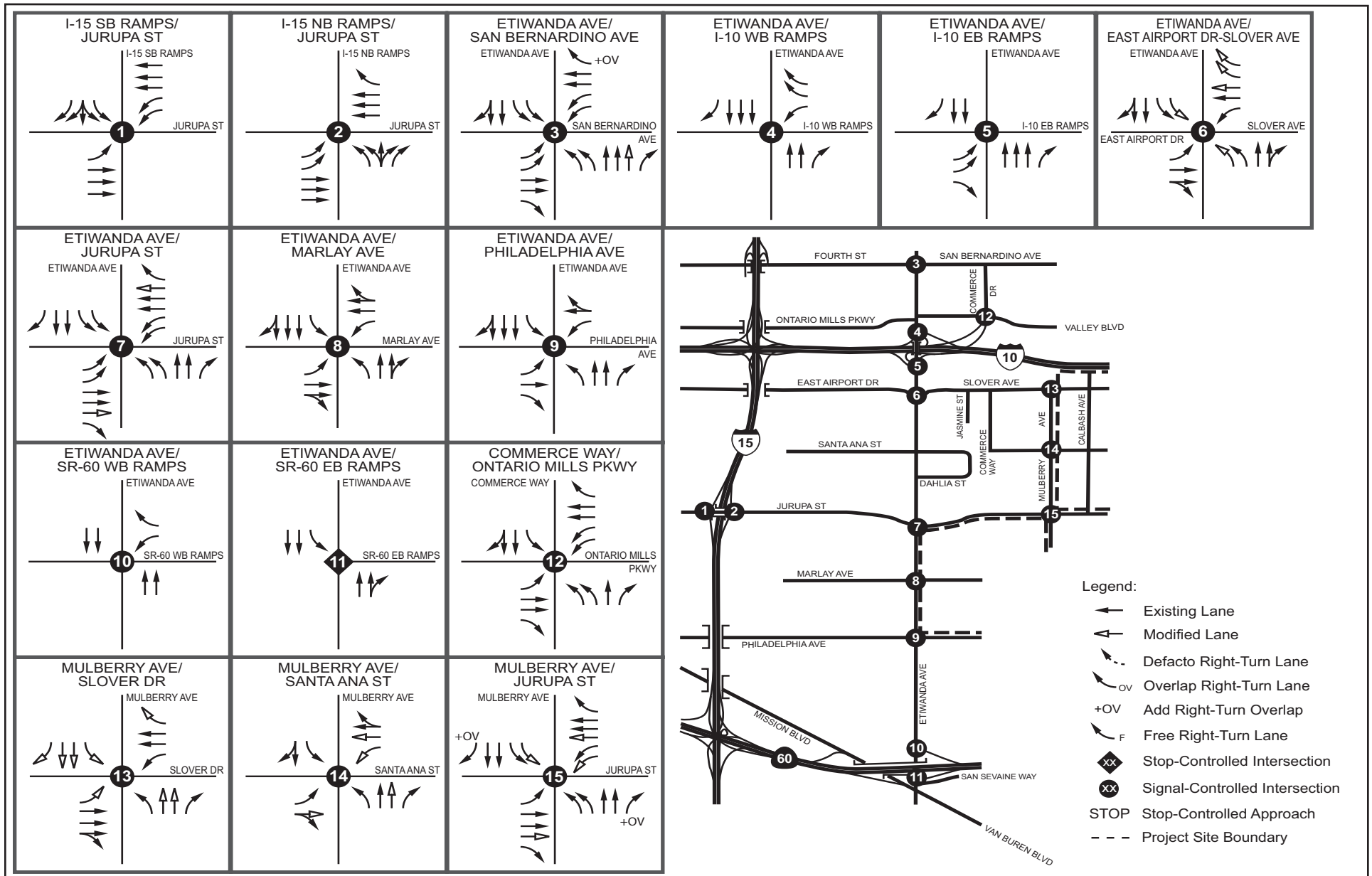
and intersection modifications. The recommended traffic improvements would be constructed over time, as specific development proposals within the site are received by the City.

Improvements have been identified to provide acceptable operations at the study segments and study intersections. Some improvements may already be included in funding programs, such as the *City of Fontana 7-Year Capital Improvement Program (CIP)*. The *7-Year CIP* serves as a planning tool which coordinates financing and scheduling of major infrastructure projects within the City. Projects not already included in a fee program with financing and scheduling identified would require project and funding approvals through a funding and improvement program to identify the financial resources required to construct the traffic improvements identified within this Program EIR on a timely basis. Improvements may be funded through a combination of sources such as the *7-Year CIP*, developer mitigation as shown by future site-specific traffic studies, and funding by adjacent jurisdictions. The following potential funding sources are identified with an understanding that additional sources are likely:

- Developer mitigation as determined by project-specific traffic studies tied to future development within the Specific Plan area;
- The City's Circulation Development Fee Program, designated for use on roadways which have been identified in the Measure I Nexus Study. Specifically, the City would collect \$8.605 per square-foot of commercial development, \$6.962 per square-foot of office development, and \$3.509 per square-foot of industrial development. These development fees would be utilized to incrementally fund transportation improvements based on the pace and nature of development that occurs in the Specific Plan Update area.
- Redevelopment Funding; and
- Transportation Grant Funding.

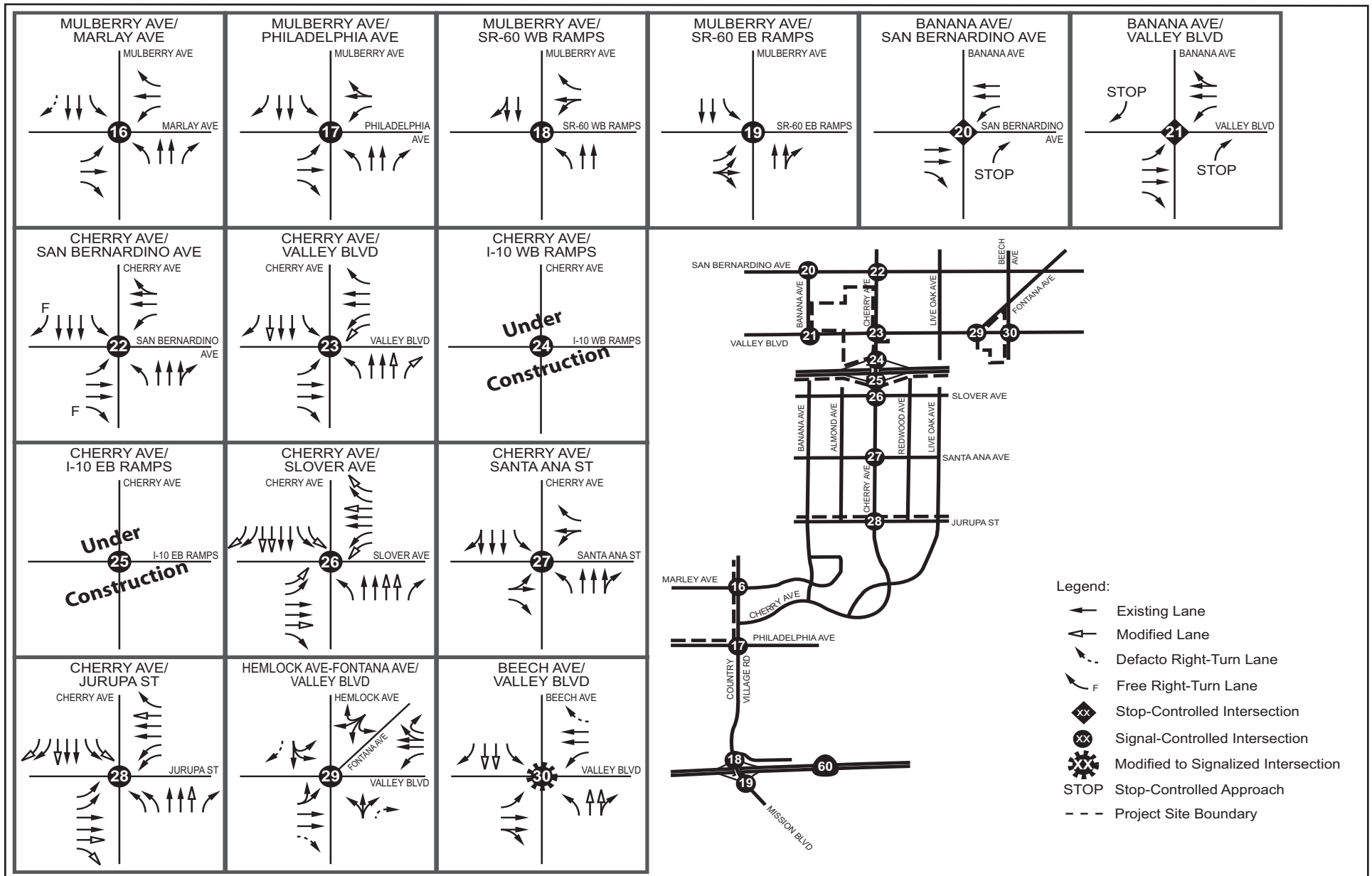
The City also receives Measure I funds available through SANBAG, collected through a County-wide half-cent sales tax to facilitate regional and local improvements. Since 1997, Measure I has funded over \$18 million in transportation improvements within the City, including new roadways, widenings, signalizations, and intersection improvements similar to those included as mitigation measures within this Program EIR.

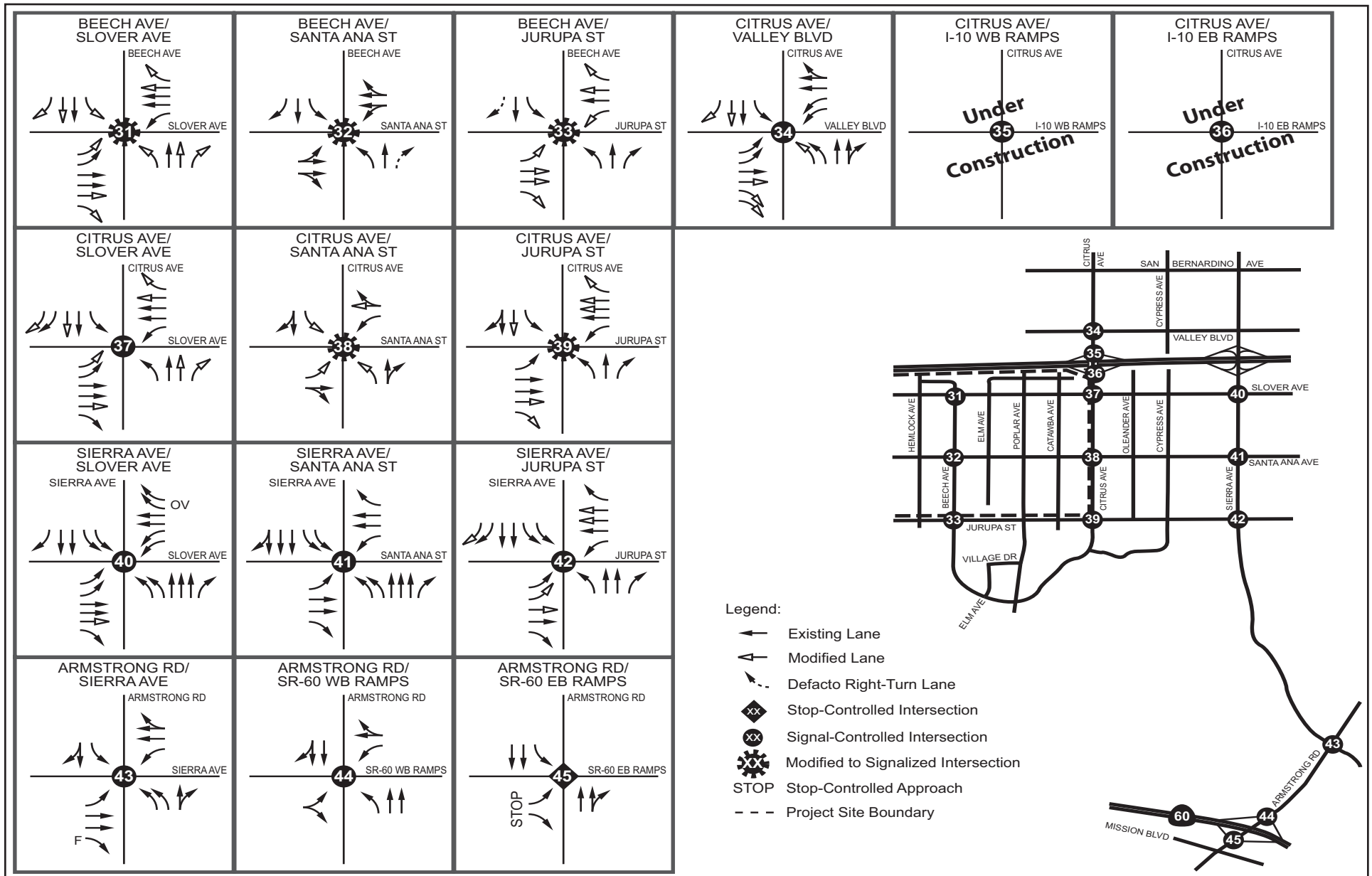
Exhibit 4.9-26, *Improved Forecast Existing With Project Conditions Roadway Segment Geometry/Circulation System* shows the improved forecast existing with project conditions roadway segment geometry and circulation system. Exhibits 4.9-27 through 4.9-29 show improved forecast existing with project conditions study intersection geometry.



SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 1 - Improved Forecast Existing With Project Conditions Study Intersection Geometry





SWIP SPECIFIC PLAN UPDATE AND ANNEXATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Area 3 - Improved Forecast Existing With Project Conditions Study Intersection Geometry

Improved Forecast Existing With Project Conditions Roadway Segment LOS

Table 4.9-16, *Improved Forecast Existing With Project Conditions Roadway Segment ADT and LOS* summarizes improved forecast existing with project conditions roadway segment ADT volumes and corresponding LOS assuming implementation of the recommended roadway segment improvements.

Table 4.9-16
Improved Forecast Existing With Project Conditions
Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Forecast Ex+P ADT Volumes	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	12060	0.365	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	25157	0.762	C
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	42439	0.866	D
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	3381	0.270	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	23845	0.723	B
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	27141	0.822	C
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	16855	0.411	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	19693	0.547	A
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	25851	0.718	C
Jurupa St btwn Etiwanda Ave and Mulberry Ave	54,000	36817	0.682	B
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	3212	0.268	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	21545	0.598	A
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	22185	0.616	B
Mulberry Ave btwn Slover Ave and Jurupa Ave	36,000	22108	0.614	B
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	18679	0.519	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	36,000	30505	0.847	D
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	30077	0.835	D
Jurupa St btwn Mulberry Ave and Cherry Ave	54,000	40194	0.744	C
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	35884	0.665	B
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	39324	0.728	C
San Bernardino Ave btwn Cherry Ave and Fontana Ave	12,000	9363	0.780	C
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	15111	0.420	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	29650	0.824	D
Jurupa St btwn Cherry Ave and Citrus Ave	45,000	39996	0.889	D
Beech Ave btwn Slover Ave and Jurupa St	36,000	17530	0.487	A
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	19894	0.553	A
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	24762	0.688	B
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	36,000	18199	0.506	A

Table 4.9-16 (continued)
Improved Forecast Existing With Project Conditions
Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Forecast Ex+P ADT Volumes	Volume to Capacity Ratio	LOS
Citrus Ave btwn Santa Ana Ave and Jurupa St	36,000	15880	0.441	A
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	12558	0.349	A
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	29659	0.824	D
Jurupa St btwn Citrus Ave and Sierra Ave	45,000	34174	0.759	C
Sierra Ave btwn Slover Ave and Jurupa St	54,000	23785	0.440	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	21144	0.587	A
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	20323	0.565	A
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between; Ex+P = Existing Plus Project.				

As shown in Table 4.9-16, assuming implementation of the identified roadway segment improvements, the study roadway segments are forecast to operate at an acceptable LOS according to agency performance criteria.

IMPROVED FORECAST EXISTING WITH PROJECT CONDITIONS STUDY INTERSECTION LOS

Table 4.9-17, Improved Forecast Existing With Project Conditions AM and PM Peak Hour Intersection LOS summarizes improved forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS of the improved study intersections assuming implementation of the identified roadway improvements.

Table 4.9-17
Improved Forecast Existing With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Existing Without Project Conditions		Improved Forecast Existing With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
3 – Etiwanda Ave/San Bernardino Ave	23.9 – C	26.3 – C	24.2 – C	47.7 – D
6 – Etiwanda Ave/East Airport Dr-Slover Ave	30.7 – C	57.7 – E	44.5 – D	54.3 – D
7 – Etiwanda Ave/Jurupa St	27.4 – C	31.1 – C	31.3 – C	41.9 – D
13 – Mulberry Ave/Slover Ave	20.8 – C	19.9 – B	52.9 – D	52.2 – D
14 – Mulberry Ave/Santa Ana Ave	18.6 – B	17.5 – B	27.5 – C	30.7 – C
15 – Mulberry Ave/Jurupa St	27.9 – C	37.5 – D	39.7 – D	35.0 – C
21 – Banana Ave/Valley Blvd	19.5 – B	40.3 – E	2.5 – A	3.5 – A
23 – Cherry Ave/Valley Blvd	30.9 – C	34.2 – C	35.1 – D	36.9 – D

Table 4.9-17 (continued)
Improved Forecast Existing With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Existing Without Project Conditions		Improved Forecast Existing With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
26 – Cherry Ave/Slover Ave	30.5 – C	29.8 – C	35.5 – D	49.6 – D
28 – Cherry Ave/Jurupa St	28.8 – C	25.5 – C	43.8 – D	34.3 – C
30 – Beech Ave/Valley Blvd	15.9 – C	34.9 – D	24.6 – C	36.7 – D
31 – Beech Ave/Slover Ave	11.5 – B	13.0 – B	38.9 – D	54.1 – D
32 – Beech Ave/Santa Ana Ave	9.3 – A	10.0 – A	20.0 – B	24.2 – C
33 – Beech Ave/Jurupa St	24.7 – C	35.1 – E	53.6 – D	41.2 – D
34 – Citrus Ave/Valley Blvd	44.5 – D	41.1 – D	45.0 – D	50.1 – D
37 – Citrus Ave/Slover Ave	35.8 – D	29.8 – C	40.2 – D	41.3 – D
38 – Citrus Ave/Santa Ana Ave	12.3 – B	16.1 – C	42.2 – D	33.1 – C
39 – Citrus Ave/Jurupa St	17.3 – C	26.4 – D	45.8 – D	50.6 – D
40 – Sierra Ave/Slover Ave	30.0 – C	49.6 – D	45.4 – D	41.7 – D
42 – Sierra Ave/Jurupa St	31.1 – C	30.3 – C	44.0 – D	36.2 – D
45 – Armstrong Rd/SR-60 EB Ramps	118.0 – F	>999.9 – F	TBD	TBD

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.
 Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold; TBD = To be determined pending outcome of Project Study Report.

As shown in Table 4.9-17, assuming implementation of the identified intersection improvements, the study intersections are forecast to operate at an acceptable LOS according to agency performance criteria for improved forecast existing with project conditions.

IMPACT SUMMARY

As described above, the addition of project-related trips to existing conditions would result in a total of nine deficient roadway segments and 19 deficient intersections within the study area. However, upon implementation of Mitigation Measures 4.9-1a through 4.9-1cc, which include a range of new roadway construction, roadway widenings, signalizations, and intersection improvements, the identified facilities would operate at a satisfactory LOS based on agency criteria. However, since the majority of these recommended improvements are either currently unfunded or only partially funded, implementation of these improvements cannot be assured. As such, impacts in this regard would be significant and unavoidable.

Forecast Year 2030 With Project Conditions

The forecast year 2030 with project scenario is considered in this Program EIR in order to provide a long-range analysis of project impacts taking into account long-term growth that is anticipated to occur within the study area through 2030. Under this scenario, an analysis of impacts is provided and a range of deficient roadway segments and intersections have been identified. A range of recommended roadway improvements is provided as mitigation. However, since the majority of recommended roadway improvements are currently unfunded or



only partially funded and two improvements are outside of the City of Fontana's jurisdiction, implementation of these improvements cannot be assured and thus impacts are considered significant and unavoidable.

FORECAST YEAR 2030 WITH PROJECT CONDITIONS TRAFFIC VOLUMES

Forecast year 2030 with project conditions traffic volumes are derived by adding trips forecast to be generated by the proposed project to forecast year 2030 without project conditions traffic volumes. This scenario is intended to examine long-range project impacts, taking into account long-term growth that is anticipated to occur within the study area through 2030.

Exhibit 4.9-30, *Forecast Year 2030 With Project Conditions Roadway Segment ADT* shows forecast year 2030 with project conditions roadway segment ADT volumes. Exhibits 4.9-31 through 4.9-33 show forecast year 2030 with project conditions PCE-adjusted a.m. peak hour and p.m. peak hour volumes at the study intersection.

FORECAST YEAR 2030 WITH PROJECT CONDITIONS ROADWAY SEGMENT LOS

Table 4.9-18, *Forecast Year 2030 With Project Conditions Roadway Segment ADT and LOS* summarizes forecast year 2030 with project conditions roadway segment ADT volumes and corresponding LOS.

Table 4.9-18
Forecast Year 2030 With Project Conditions
Roadway Segment ADT and LOS

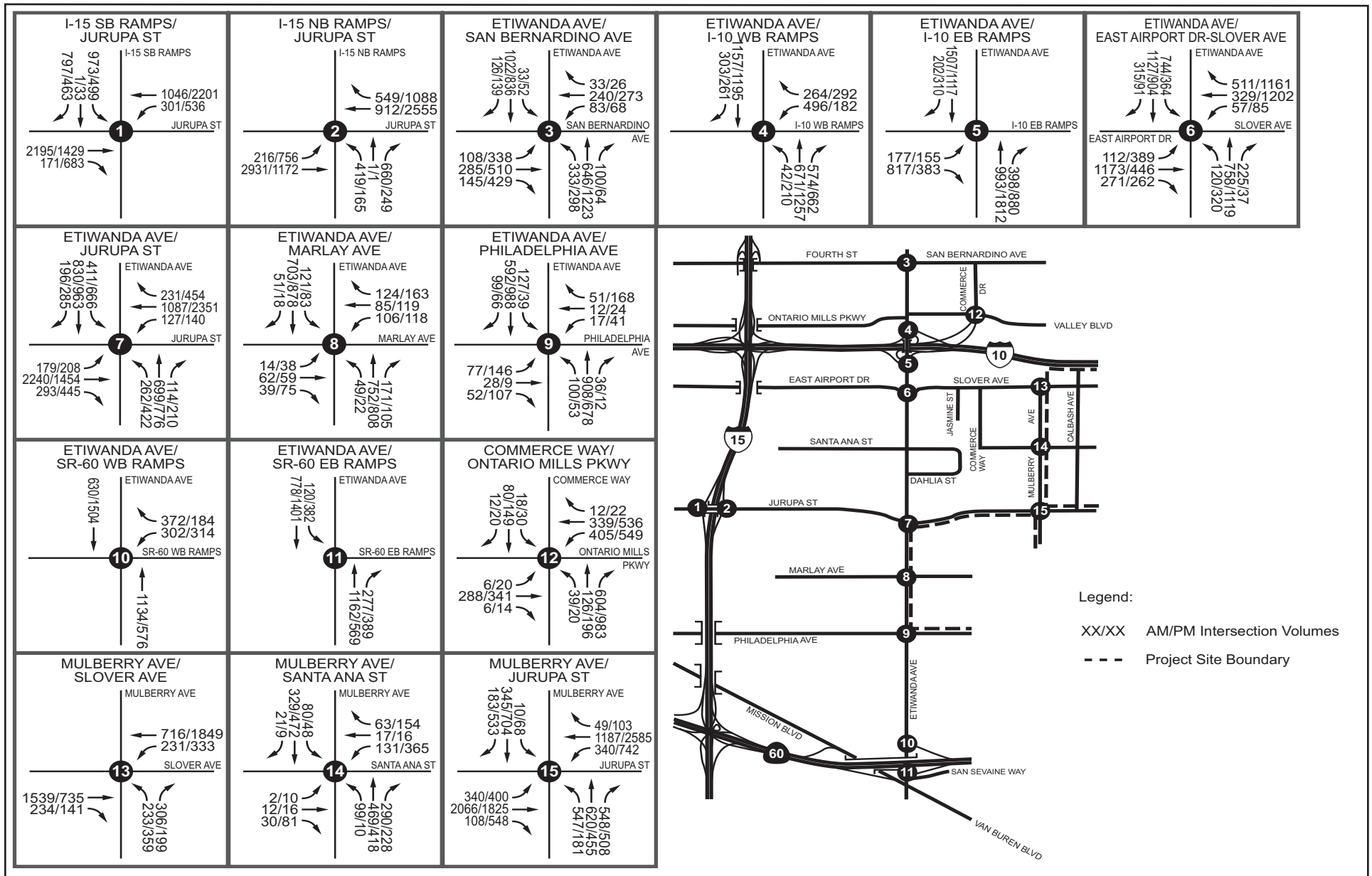
Study Roadway Segment	LOS E Capacity	Forecast 2030 WP ADT Volumes	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	14,746	0.447	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	26,753	0.811	D
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	48,529	0.990	E
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	4,087	0.327	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	24,950	0.756	C
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	31,415	0.952	E
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	20,327	0.496	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	24,079	0.669	B
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	29,999	0.833	D
Jurupa St btwn Etiwanda Ave and Mulberry Ave	36,000	39,560	1.099	F
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	3,601	0.300	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	13,554	0.377	A
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	19,571	0.544	A
Mulberry Ave btwn Slover Ave and Jurupa Ave	12,000	13,276	1.106	F
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	21,389	0.594	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	36,000	36,194	1.005	F

Table 4.9-18 (continued)
Forecast Year 2030 With Project Conditions
Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Forecast 2030 WP ADT Volumes	Volume to Capacity Ratio	LOS
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	25,881	0.719	C
Jurupa St btwn Mulberry Ave and Cherry Ave	36,000	39,816	1.106	F
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	64,194	1.189	F
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	58,034	1.075	F
San Bernardino Ave btwn Cherry Ave and Fontana Ave	12,000	9,941	0.828	D
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	17,559	0.488	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	29,903	0.831	D
Jurupa St btwn Cherry Ave and Citrus Ave	45,000	45,211	1.005	F
Beech Ave btwn Slover Ave and Jurupa St	12,000	10,171	0.848	D
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	18,442	0.512	A
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	43,006	1.195	F
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	12,000	26,141	2.178	F
Citrus Ave btwn Santa Ana Ave and Jurupa St	12,000	18,483	1.540	F
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	14,950	0.415	A
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	32,272	0.896	D
Jurupa St btwn Citrus Ave and Sierra Ave	45,000	34,009	0.756	C
Sierra Ave btwn Slover Ave and Jurupa St	54,000	25,853	0.497	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	25,820	0.717	C
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	24,808	0.689	B
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between.				

As shown in Table 4.9-18, the following 10 study roadway segments are forecast to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for forecast year 2030 with project conditions:

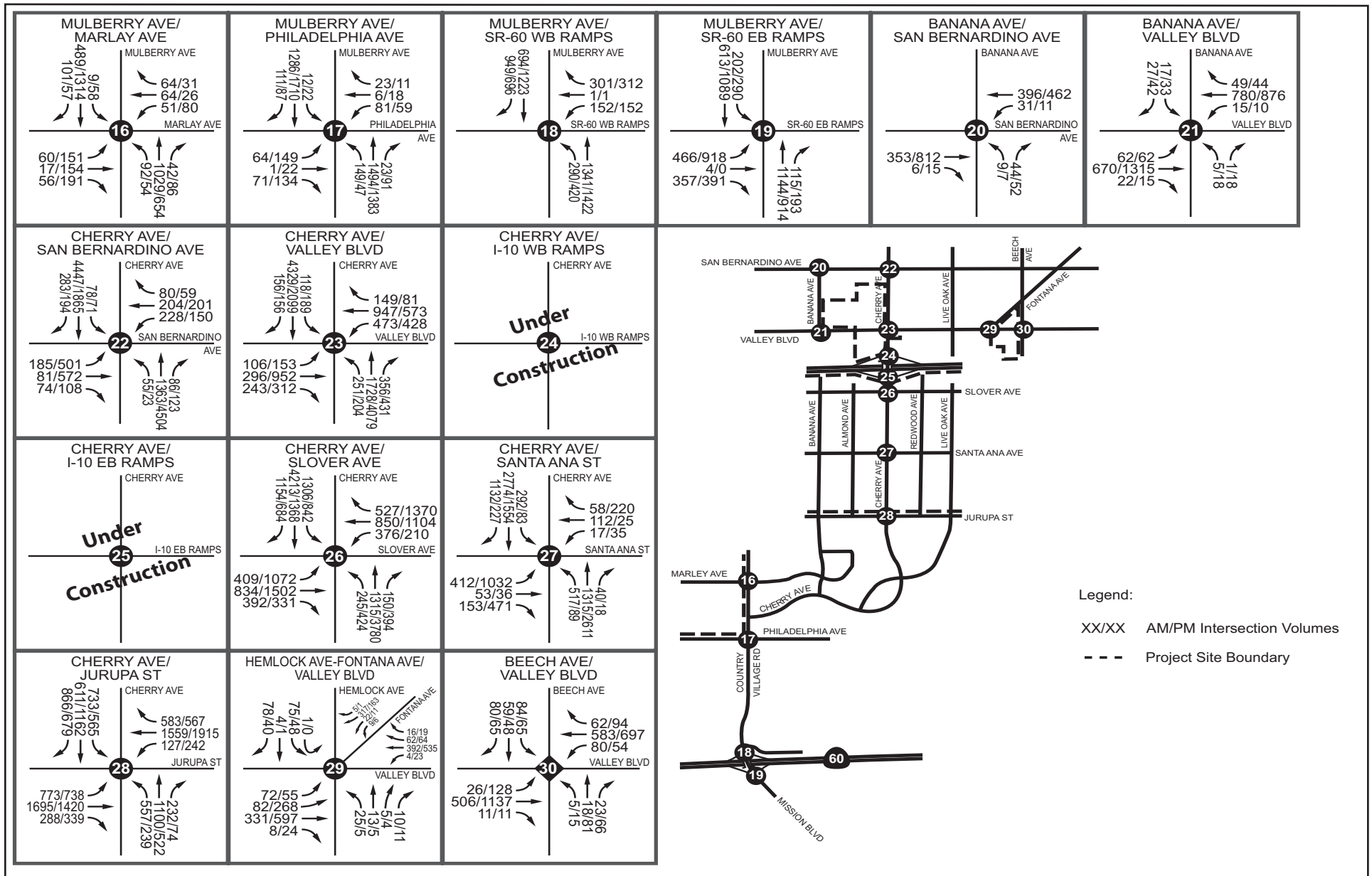
- Jurupa Street between Etiwanda Avenue and Mulberry Avenue;
- Mulberry Avenue between Slover Avenue and Jurupa Avenue;
- Country Village Road between Philadelphia Avenue and SR-60 Westbound Ramps;
- Jurupa Street between Mulberry Avenue and Cherry Avenue;
- Cherry Avenue between San Bernardino Avenue and I-10 Eastbound Ramps;
- Cherry Avenue between I-10 Eastbound Ramps and Jurupa Street;
- Jurupa Street between Cherry Avenue and Citrus Avenue;



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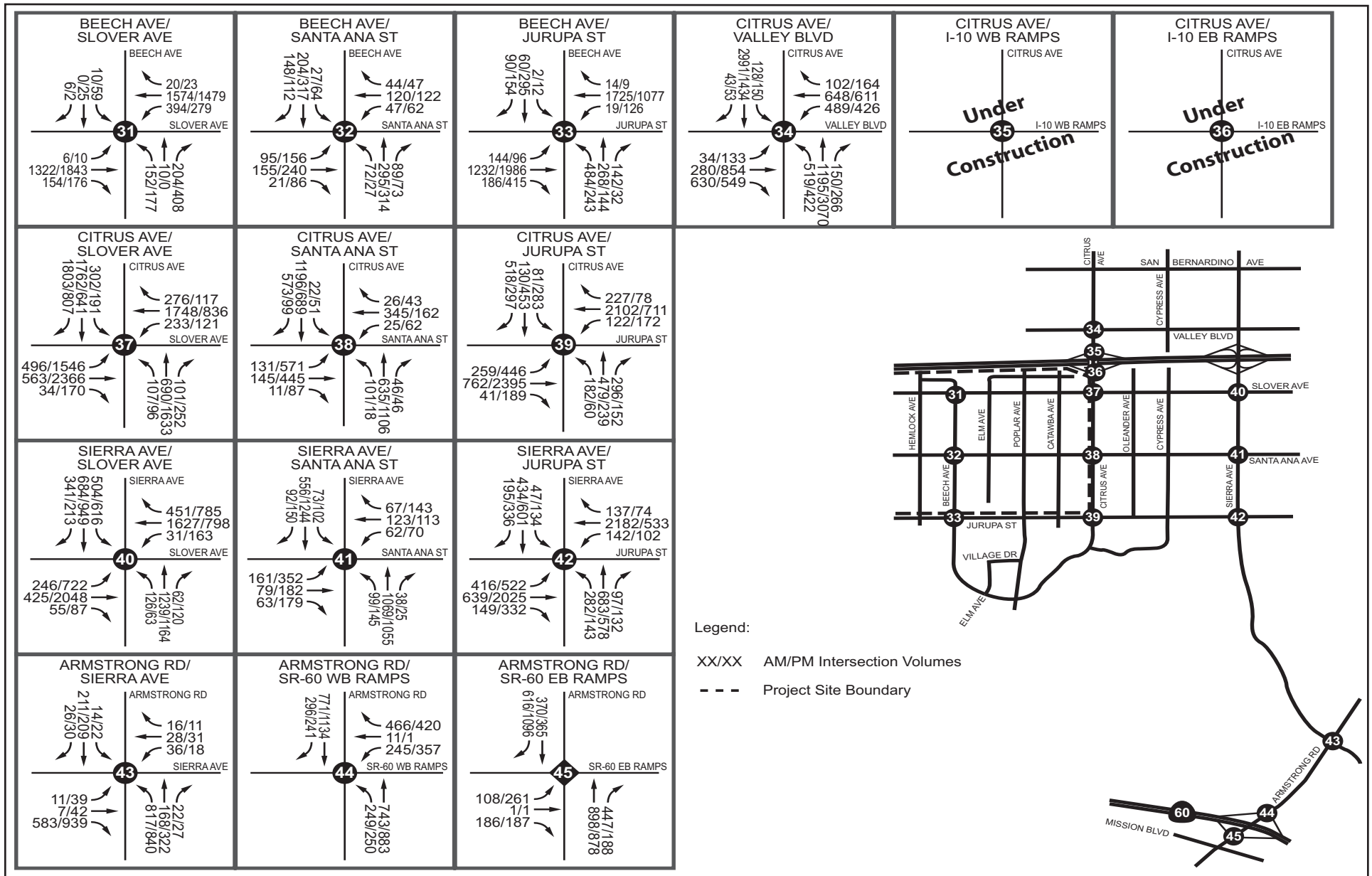
Area 1 - Forecast Year 2030 With Project

Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



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Area 2 - Forecast Year 2030 With Project Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



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Area 3 - Forecast Year 2030 With Project

Conditions PCE-Adjusted AM/PM Peak Hour Intersection Volumes



- Citrus Avenue between San Bernardino Avenue and I-10 Westbound Ramps;
- Citrus Avenue between I-10 Eastbound Ramps and Santa Ana Avenue; and
- Citrus Avenue between Santa Ana Avenue and Jurupa Street.

Note that two roadway segments are forecast to operate at LOS E, which are located in the City of Ontario, where LOS E satisfies acceptable operations.

As stated above, high forecast traffic volumes on Cherry Avenue and Citrus Avenue in the vicinity of I-10 are related to the lack of parallel north-south roadways such as Mulberry Avenue and Beech Avenue, which are identified as future crossings of I-10 in the City's *Circulation Element*. Since the collection of baseline traffic data for this analysis, the Cypress Avenue overcrossing has been constructed provides vehicular connectivity between Slover Avenue and Valley Boulevard over I-10.

FORECAST YEAR 2030 WITH PROJECT CONDITIONS STUDY INTERSECTION LOS

Table 4.9-19, *Forecast Year 2030 With Project Conditions AM and PM Peak Hour Intersection LOS* summarizes forecast year 2030 with project conditions a.m. peak hour and p.m. peak hour study intersection LOS.

Table 4.9-19
Forecast Year 2030 With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2030 Without Project Conditions		Forecast Year 2030 With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1 – I-15 SB Ramps/Jurupa St	23.9 – C	30.5 – C	60.9 – E	27.0 – C
2 – I-15 NB Ramps/Jurupa St	22.1 – C	39.8 – D	30.4 – C	34.6 – C
3 – Etiwanda Ave/San Bernardino Ave	24.7 – C	28.4 – C	24.4 – C	29.1 – C
4 – Etiwanda Ave/I-10 WB Ramps	19.8 – B	10.8 – B	19.1 – B	9.7 – A
5 – Etiwanda Ave/I-10 EB Ramps	25.2 – C	13.9 – B	40.9 – D	15.7 – B
6 – Etiwanda Ave/East Airport Dr-Slover Ave	42.6 – D	111.5 – F	128.8 – F	278.4 – F
7 – Etiwanda Ave/Jurupa St	29.3 – C	36.9 – D	86.4 – F	129.5 – F
8 – Etiwanda Ave/Marlay Ave	16.2 – B	15.1 – B	16.6 – B	15.7 – B
9 – Etiwanda Ave/Philadelphia Ave	12.4 – B	13.3 – B	15.3 – B	16.3 – B
10 – Etiwanda Ave/SR-60 WB Off-Ramp	16.1 – B	13.7 – B	16.1 – B	13.7 – B
11 – Etiwanda Ave/SR-60 EB On-Ramp	15.4 – C	16.6 – C	16.2 – C	17.0 – C
12 – Commerce Dr-I-10 WB Ramps/Valley Blvd	25.0 – C	39.5 – D	27.4 – C	42.2 – D
13 – Mulberry Ave/Slover Ave	21.3 – C	20.3 – C	22.0 – C	22.8 – C
14 – Mulberry Ave/Santa Ana Ave	19.0 – B	18.0 – B	19.0 – B	23.5 – C
15 – Mulberry Ave/Jurupa St	29.4 – C	65.9 – E	103.6 – F	216.6 – F
16 – Mulberry Ave/Marlay Ave	18.3 – B	21.9 – C	14.4 – B	20.2 – C
17 – Mulberry Ave-Country Village Rd/Philadelphia Ave	9.6 – A	8.4 – A	9.9 – A	10.6 – B
18 – Country Village Rd/SR-60 WB Ramps	33.9 – C	30.1 – C	30.2 – C	54.4 – D

Table 4.9-19 (continued)
Forecast Year 2030 With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2030 Without Project Conditions		Forecast Year 2030 With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
19 – Country Village Rd/SR-60 EB Ramps	26.8 – C	47.9 – D	32.3 – C	52.6 – D
20 – Banana Ave/San Bernardino Ave	10.2 – B	13.6 – B	10.5 – B	13.8 – B
21 – Banana Ave/Valley Blvd	26.2 – D	99.7 – F	33.6 – D	154.1 – F
22 – Cherry Ave/San Bernardino Ave	24.9 – C	28.5 – C	117.5 – F	191.4 – F
23 – Cherry Ave/Valley Blvd	35.4 – D	40.9 – D	349.9 – C	341.0 – F
24 – Cherry Ave/I-10 WB Ramps	N/A	N/A	N/A	N/A
25 – Cherry Ave/I-10 EB Ramps	N/A	N/A	N/A	N/A
26 – Cherry Ave/Slover Ave	37.1 – D	34.4 – C	575.1 – F	693.0 – F
27 – Cherry Ave/Santa Ana Ave	20.7 – C	13.6 – B	180.5 – F	120.4 – F
28 – Cherry Ave/Jurupa St	31.6 – C	27.0 – C	164.7 – C	132.6 – F
29 – Fontana Ave/Valley Blvd	43.6 – D	39.3 – D	45.7 – D	42.8 – D
30 – Beech Ave/Valley Blvd	21.2 – C	102.7 – F	128.2 – F	>999.9 – F
31 – Beech Ave/Slover Ave	14.2 – B	17.4 – C	284.0 – F	470.9 – F
32 – Beech Ave/Santa Ana Ave	10.1 – B	11.1 – B	15.3 – C	25.8 – D
33 – Beech Ave/Jurupa St	59.4 – F	107.7 – F	802.1 – F	862.1 – F
34 – Citrus Ave/Valley Blvd	82.3 – F	77.1 – E	305.8 – F	296.1 – F
35 – Citrus Ave/I-10 WB Ramps	N/A	N/A	N/A	N/A
36 – Citrus Ave/I-10 EB Ramps	N/A	N/A	N/A	N/A
37 – Citrus Ave/Slover Ave	54.7 – D	34.4 – C	464.2 – F	522.3 – F
38 – Citrus Ave/Santa Ana Ave	16.9 – C	33.0 – D	964.8 – F	683.6 – F
39 – Citrus Ave/Jurupa St	29.0 – D	64.0 – F	801.8 – F	624.2 – F
40 – Sierra Ave/Slover Ave	25.0 – C	33.0 – C	63.1 – E	87.9 – F
41 – Sierra Ave/Santa Ana Ave	21.4 – C	27.8 – C	21.4 – C	27.8 – C
42 – Sierra Ave/Jurupa St	29.0 – C	28.4 – C	112.1 – F	79.4 – E
43 – Armstrong Rd/Sierra Ave	18.0 – B	17.6 – B	17.4 – B	17.5 – B
44 – Armstrong Rd/SR-60 WB Ramps	27.8 – C	27.6 – C	27.4 – C	29.0 – C
45 – Armstrong Rd/SR-60 EB Ramps	640.2 – F	>999.9 – F	959.3 – F	>999.9 – F

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.

Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold. N/A = Not applicable, since analysis of these intersections is addressed by recent Caltrans Project Reports.

As shown in Table 4.9-19, with the addition of project-generated trips, the following 19 study intersections are forecast to continue to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for forecast year 2030 with project conditions:

- Etiwanda Avenue/East Airport Drive-Slover Avenue (both a.m. and p.m. peak hours);
- Etiwanda Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Mulberry Avenue/Jurupa Street (both a.m. and p.m. peak hours);

- Banana Avenue/Valley Boulevard (p.m. peak hour only);
- Cherry Avenue/San Bernardino Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Valley Boulevard (p.m. peak hour only);
- Cherry Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Santa Ana Avenue (both a.m. and p.m. peak hours);
- Cherry Avenue/Jurupa Street (p.m. peak hour only);
- Beech Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Beech Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Beech Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Citrus Avenue/Valley Boulevard (both a.m. and p.m. peak hours);
- Citrus Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Citrus Avenue/Santa Ana Avenue (both a.m. and p.m. peak hours);
- Citrus Avenue/Jurupa Street (both a.m. and p.m. peak hours);
- Sierra Avenue/Slover Avenue (both a.m. and p.m. peak hours);
- Sierra Avenue/Jurupa Street (both a.m. and p.m. peak hours); and
- Armstrong Road/SR-60 Eastbound Ramps (both a.m. and p.m. peak hours).

Since the collection of baseline traffic data for this analysis, the Sierra Avenue/Jurupa Street intersection has been improved to accommodate forecast year 2030 with project conditions traffic volumes.

FORECAST YEAR 2030 WITH PROJECT CONDITIONS RECOMMENDED ROADWAY SEGMENT AND INTERSECTION IMPROVEMENTS

In addition to the 33 recommended improvements identified above for the forecast existing with project scenario, nine improvements have been recommended to achieve acceptable LOS (LOS D or better) at the deficient roadway segments and intersections for forecast year 2030 with project conditions. These recommendations are included below as Mitigation Measures 4.9-1hh through 4.9-1pp. These improvements include both new roadway constructions and widenings. The recommended traffic improvements would be constructed over time, as specific development proposals within the site are received by the City.

Improvements have been identified to provide acceptable operations at the study segments and study intersections. Some improvements may already be included in funding programs, such as the *7-Year CIP*. The *7-Year CIP* serves as a planning tool which coordinates financing and scheduling of major infrastructure projects within the City. Projects not already included in a fee program with financing and scheduling identified would require project and funding approvals through a funding and improvement program to identify the financial resources required to construct the traffic improvements identified within this Program EIR on a timely basis.

Improvements may be funded through a combination of sources such as the *7-Year CIP*, developer mitigation as shown by future site-specific traffic studies, and funding by adjacent jurisdictions. The following potential funding sources are identified with an understanding that additional sources are likely:

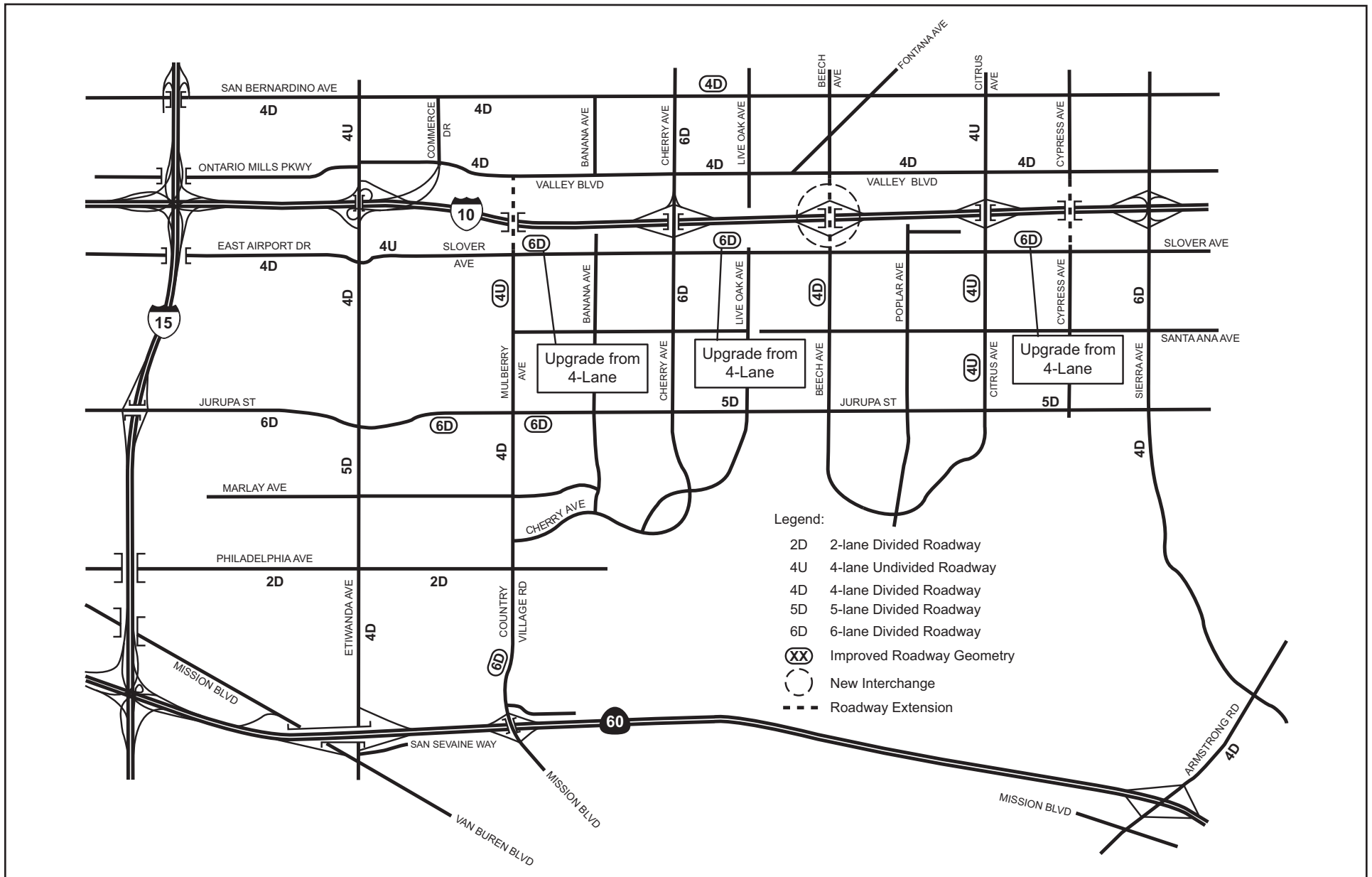
- Developer mitigation as determined by project-specific traffic studies tied to future development within the Specific Plan area;
- The City's Circulation Development Fees Program, designated for use on roadways which have been identified in the Measure I Nexus Study. Specifically, the City would collect \$8.605 per square-foot of commercial development, \$6.962 per square-foot of office development, and \$3.509 per square-foot of industrial development. These development fees would be utilized to incrementally fund transportation improvements based on the pace and nature of development that occurs in the Specific Plan Update area.
- Redevelopment Funding; and
- Transportation Grant Funding.

The City also receives Measure I funds available through SANBAG, collected through a County-wide half-cent sales tax to facilitate regional and local improvements. Since 1997, Measure I has funded over \$18 million in transportation improvements within the City, including new roadways, widenings, signalizations, and intersection improvements similar to those included as mitigation measures within this Program EIR.

Exhibit 4.9-34, *Improved Forecast Year 2030 With Project Conditions Roadway Segment Geometry/Circulation System* shows the improved forecast year 2030 with project conditions roadway segment geometry and circulation system. Exhibits 4.9-35 through 4.9-37 show improved forecast year 2030 with project conditions study intersection geometry.

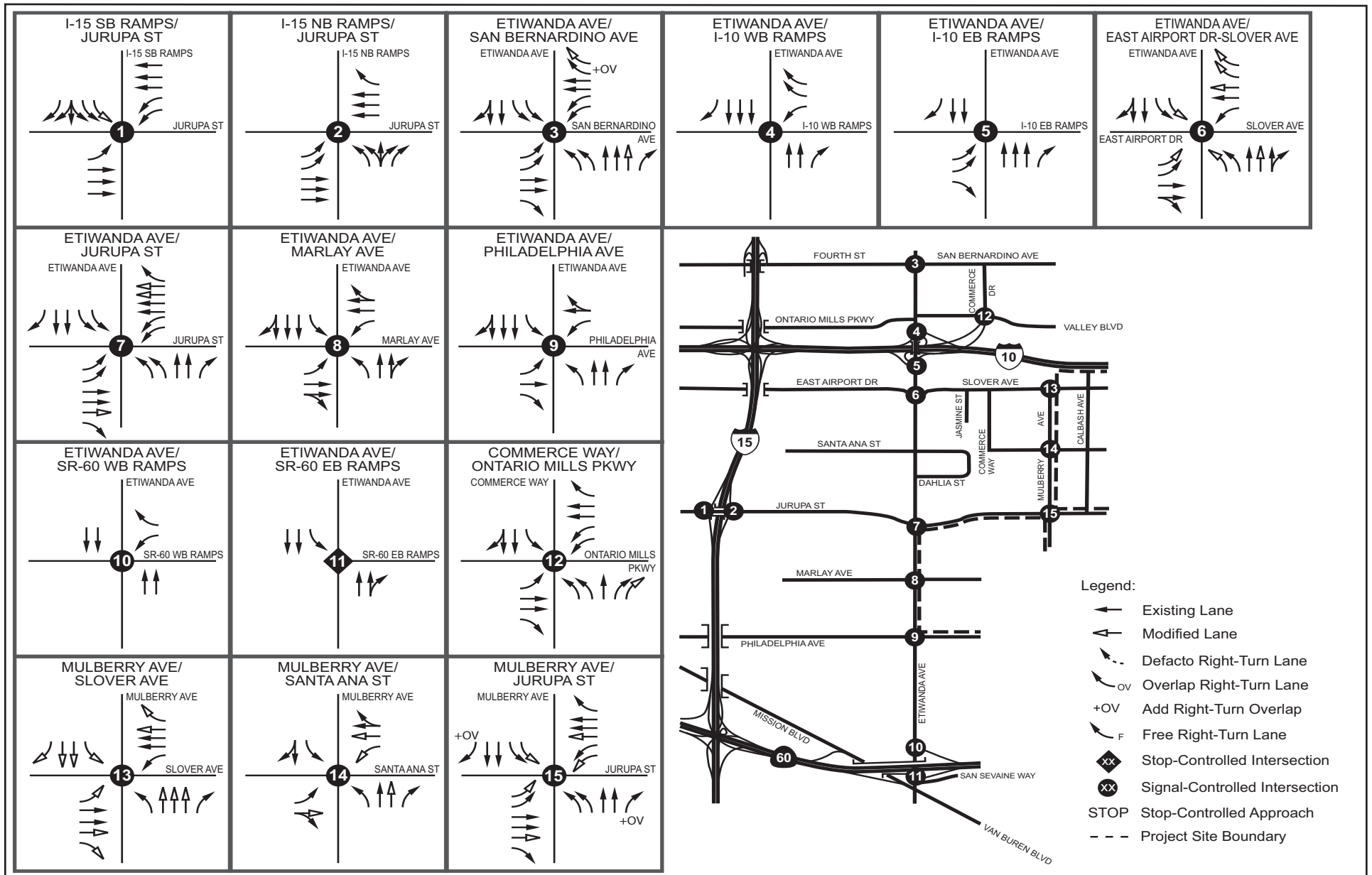
Improved Forecast Year 2030 With Project Conditions Roadway Segment LOS

Table 4.9-20, *Improved Forecast Year 2030 With Project Conditions Roadway Segment ADT and LOS* summarizes improved forecast year 2030 with project conditions roadway segment ADT volumes and corresponding LOS assuming implementation of the recommended roadway segment improvements.



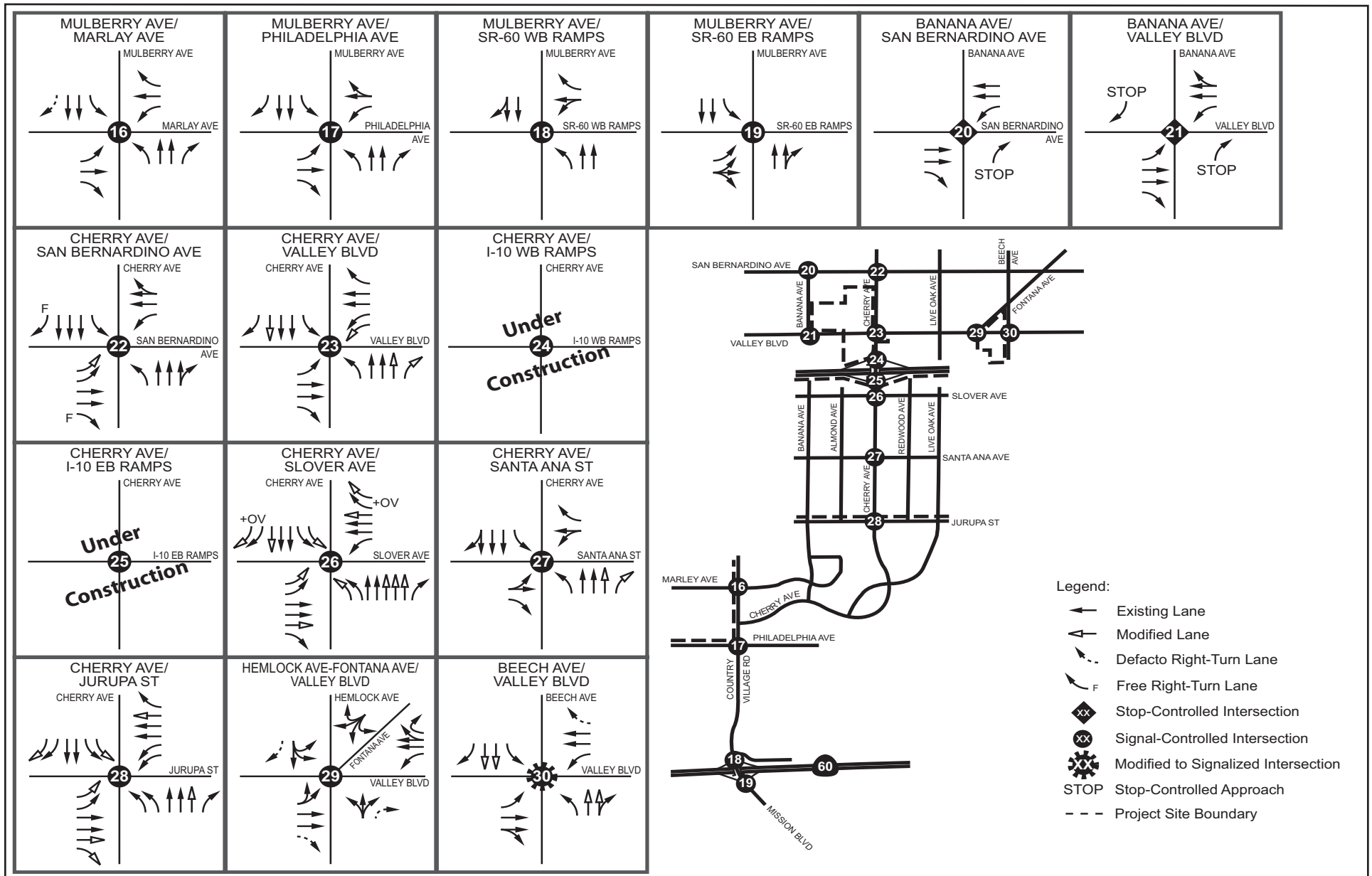
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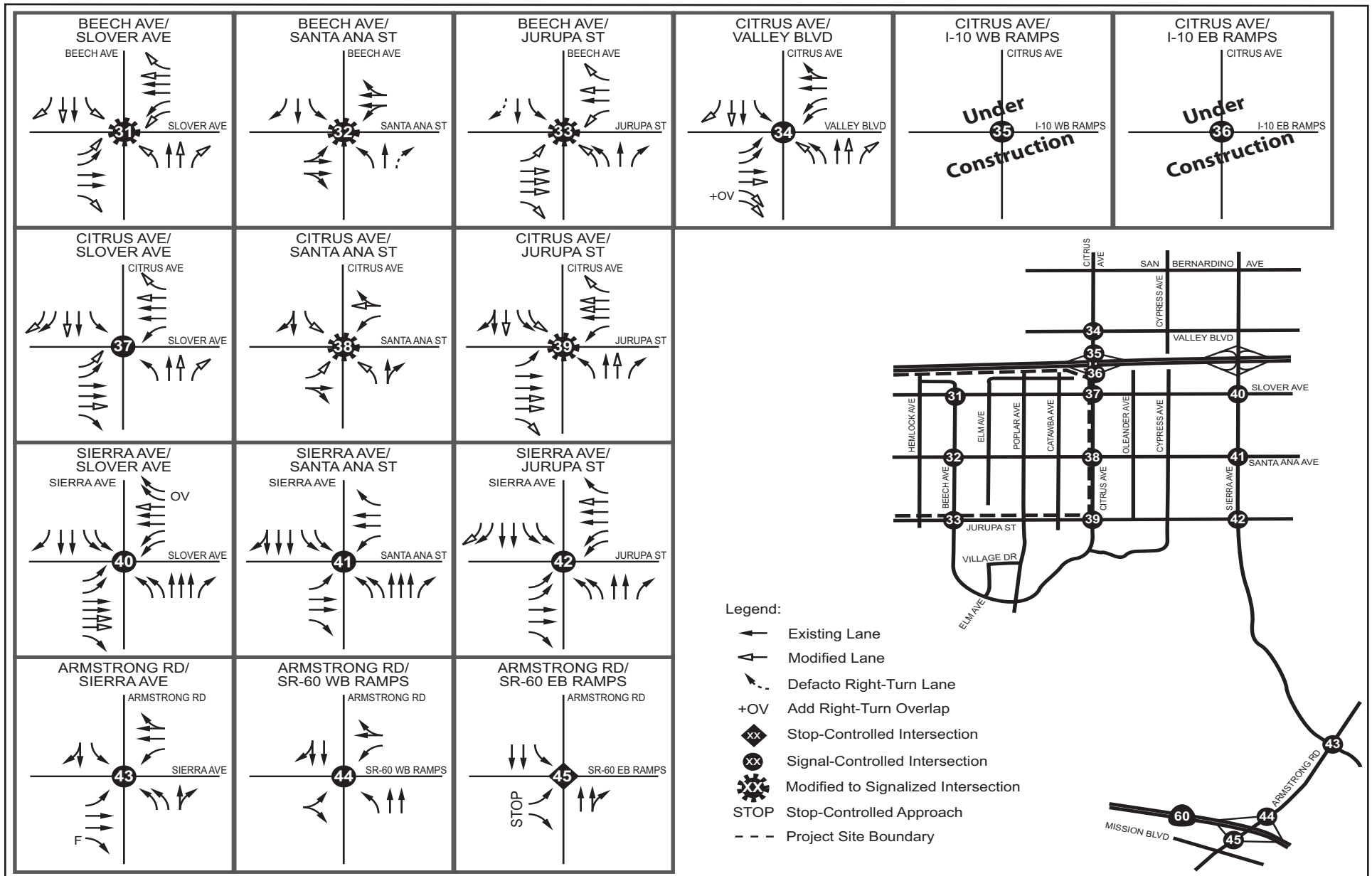
Improved Forecast Year 2030 With Project Conditions Roadway Segment Geometry/Circulation System



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Area 1 - Improved Forecast Year 2030 With Project Conditions Study Intersection Geometry





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Area 3 - Improved Forecast Year 2030 With Project Conditions Study Intersection Geometry



**Table 4.9-20
Improved Forecast Year 2030 With Project Conditions
Roadway Segment ADT and LOS**

Study Roadway Segment	LOS E Capacity	Forecast 2030 WP ADT Volumes	Volume to Capacity Ratio	LOS
Fourth St btwn I-15 Fwy and Etiwanda Ave	33,000	14,746	0.447	A
East Airport Drive btwn I-15 Fwy and Etiwanda Ave	33,000	26,753	0.811	D
Jurupa St btwn I-15 Fwy and Etiwanda Ave	49,000	48,529	0.990	E
Philadelphia Ave btwn I-15 Fwy Etiwanda Ave	12,500	4,087	0.327	A
Etiwanda Ave btwn San Bernardino Ave and I-10 WB Ramps	33,000	27,696	0.839	D
Etiwanda Ave btwn I-10 EB Ramps and Jurupa St	33,000	31,415	0.952	E
Etiwanda Ave btwn Jurupa St and Philadelphia Ave	41,000	20,327	0.496	A
Etiwanda Ave btwn Philadelphia Ave and SR-60 WB Ramps	36,000	24,079	0.669	B
Slover Ave btwn Etiwanda Ave and Mulberry Ave	36,000	28,161	0.782	C
Jurupa St btwn Etiwanda Ave and Mulberry Ave	54,000	39,560	0.733	C
Philadelphia Ave btwn Etiwanda Ave and Mulberry-Country Village	12,000	3,601	0.300	A
San Bernardino Ave btwn Etiwanda Ave and Cherry Ave	36,000	24,006	0.667	B
Valley Blvd btwn Commerce Drive and Cherry Ave	36,000	25,419	0.706	C
Mulberry Ave btwn Slover Ave and Jurupa Ave	36,000	23,524	0.653	B
Mulberry Ave btwn Jurupa St and Philadelphia Ave	36,000	21,389	0.594	A
Country Village Rd btwn Philadelphia Ave and SR-60 WB Ramps	54,000	36,194	0.670	B
Slover Ave btwn Mulberry Ave and Cherry Ave	36,000	32,209	0.895	D
Jurupa St btwn Mulberry Ave and Cherry Ave	54,000	43,475	0.805	D
Cherry Ave btwn San Bernardino Ave and I-10 WB Ramps	54,000	39,662	0.734	C
Cherry Ave btwn I-10 EB Ramps and Jurupa St	54,000	42,069	0.779	C
San Bernardino Ave btwn Cherry Ave and Fontana Ave	36,000	11,127	0.309	A
Valley Blvd btwn Cherry Ave and Beech Ave	36,000	17,559	0.488	A
Slover Ave btwn Cherry Ave and Citrus Ave	36,000	32,254	0.896	D
Jurupa St btwn Cherry Ave and Citrus Ave	54,000	43,689	0.809	C
Beech Ave btwn Slover Ave and Jurupa St	36,000	15,738	0.437	A
Valley Blvd btwn Beech Ave and Citrus Ave	36,000	21,988	0.611	B
Citrus Ave btwn San Bernardino Ave and I-10 WB Ramps	36,000	26,468	0.735	C
Citrus Ave btwn I-10 EB Ramps and Santa Ana Ave	36,000	19,328	0.537	A
Citrus Ave btwn Santa Ana Ave and Jurupa St	36,000	17,546	0.487	A
Valley Blvd btwn Citrus Ave and Sierra Ave	36,000	14,950	0.415	A
Slover Ave btwn Citrus Ave and Sierra Ave	36,000	32,272	0.896	D
Jurupa St btwn Citrus Ave and Sierra Ave	54,000	40,601	0.752	C

Table 4.9-20 (continued)
Improved Forecast Year 2030 With Project Conditions
Roadway Segment ADT and LOS

Study Roadway Segment	LOS E Capacity	Forecast 2030 WP ADT Volumes	Volume to Capacity Ratio	LOS
Sierra Ave btwn Slover Ave and Jurupa St	54,000	28,849	0.534	A
Sierra Ave btwn Jurupa St and Armstrong Rd	36,000	25,820	0.717	C
Armstrong Rd btwn Sierra Ave and SR-60 WB Ramps	36,000	24,808	0.689	B
Source: RBF Consulting, <i>Southwest Industrial Park Project Traffic Analysis</i> , September 29, 2011. Note: EB = eastbound; WB = westbound; btwn = between.				

As shown in 4.9-19, assuming implementation of the identified roadway segment improvements, the study roadway segments are forecast to operate at an acceptable LOS according to agency performance criteria for forecast year 2030 with project conditions. Note two roadway segments are forecast to operate at LOS E, which are located in the City of Ontario, where LOS E satisfies acceptable operations.

Improved Forecast Year 2030 With Project Conditions Study Intersection LOS

Table 4.9-21, *Improved Forecast Year 2030 With Project Conditions AM and PM Peak Hour Intersection LOS* summarizes improved forecast year 2030 with project conditions a.m. peak hour and p.m. peak hour LOS of the improved study intersections assuming identified intersection improvements.

Table 4.9-21
Improved Forecast Year 2030 With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2030 Without Project Conditions		Improved Forecast Year 2030 With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1 – I-15 SB Ramps/Jurupa St	27.7 – C	34.1 – C	42.5 – D	23.9 – C
3 – Etiwanda Ave/San Bernardino Ave	24.7 – C	28.4 – C	27.2 – C	32.7 – C
6 – Etiwanda Ave/East Airport Dr-Slover Ave	42.6 – D	111.5 – F	54.3 – D	46.2 – D
7 – Etiwanda Ave/Jurupa St	29.3 – C	36.9 – D	38.3 – D	42.6 – D
12 – Commerce Dr-I-10 WB Ramps/Valley Blvd	25.0 – C	39.5 – D	28.7 – C	30.1 – C
13 – Mulberry Ave/Slover Ave	21.3 – C	20.3 – C	44.1 – D	38.7 – D
14 – Mulberry Ave/Santa Ana Ave	19.0 – B	18.0 – B	31.3 – C	32.9 – C
15 – Mulberry Ave/Jurupa St	29.4 – C	65.9 – E	45.4 – D	48.4 – D

Table 4.9-21 (continued)
Improved Forecast Year 2030 With Project Conditions
AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2030 Without Project Conditions		Improved Forecast Year 2030 With Project Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
21 – Banana Ave/Valley Blvd	26.2 – D	99.7 – F	2.6 – A	3.8 – A
22 – Cherry Ave/San Bernardino Ave	24.9 – C	28.5 – C	23.1 – C	41.9 – D
23 – Cherry Ave/Valley Blvd	35.4 – D	40.9 – D	53.4 – D	53.1 – D
26 – Cherry Ave/Slover Ave	37.1 – D	34.4 – C	49.8 – D	49.6 – D
27 – Cherry Ave/Santa Ana Ave	20.7 – C	13.6 – B	37.3 – D	26.7 – C
28 – Cherry Ave/Jurupa St	31.6 – C	27.0 – C	54.6 – D	51.6 – D
30 – Beech Ave/Valley Blvd	21.2 – C	102.7 – F	22.9 – C	30.0 – C
31 – Beech Ave/Slover Ave	14.2 – B	17.4 – C	38.7 – D	49.0 – D
32 – Beech Ave/Santa Ana Ave	10.1 – B	11.1 – B	20.8 – C	22.2 – C
33 – Beech Ave/Jurupa St	59.4 – F	107.7 – F	49.8 – D	30.7 – C
34 – Citrus Ave/Valley Blvd	82.3 – F	77.1 – E	38.9 – D	52.6 – D
37 – Citrus Ave/Slover Ave	54.7 – D	34.4 – C	49.9 – D	52.1 – D
38 – Citrus Ave/Santa Ana Ave	16.9 – C	33.0 – D	54.0 – D	40.0 – D
39 – Citrus Ave/Jurupa St	29.0 – D	64.0 – F	54.4 – D	33.7 – C
40 – Sierra Ave/Slover Ave	25.0 – C	33.0 – C	37.7 – D	46.0 – D
42 – Sierra Ave/Jurupa St	29.0 – C	28.4 – C	41.8 – D	38.8 – D
45 – Armstrong Rd/SR-60 EB Ramps	640.2 – F	>999.9 – F	TBD	TBD

Source: RBF Consulting, *Southwest Industrial Park Project Traffic Analysis*, September 29, 2011.
Note: NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in **bold**; TBD = To be determined pending outcome of Project Study Report.

As shown in Table 4.9-21, assuming implementation of the identified intersection improvements, the study intersections are forecast to operate at an acceptable LOS according to agency performance criteria for improved forecast year 2030 with project conditions.

IMPACT SUMMARY

As described above, the addition of project-related trips to existing conditions would result in a total of 10 deficient roadway segments and 19 deficient intersections within the study area. However, upon implementation of Mitigation Measures 4.9-1dd through 4.9-1ll, which include a range of new roadway construction, roadway widenings, signalizations, and intersection improvements, identified facilities would operate at a satisfactory LOS based on agency criteria. However, since the majority of these recommended improvements are either currently unfunded or only partially funded and two of the recommendations are situated outside of the City of Fontana's jurisdiction, implementation of these improvements cannot be assured. As such, impacts in this regard would be significant and unavoidable.

CIRCULATION CONSIDERATIONS

As part of the *Traffic Analysis* prepared for the proposed project, a consideration several circulation improvements was conducted that would require a high level of coordination with other agencies. The three circulation connections discussed below consist of:

- Extension of Santa Ana Avenue just east of Live Oak Avenue over Union Pacific Railroad;
- Northeast corner widening at Etiwanda Avenue at Philadelphia Street; and
- Extension of Philadelphia Street across San Sevaine Flood Control Channel.

Improvements or extension of the facilities identified above would require coordination with Union Pacific Railroad (UPRR), the County of San Bernardino, and the County of Riverside.

SANTA ANA AVENUE

Santa Ana Avenue is discontinuous between Live Oak Avenue and Hemlock Avenue at the UPRR alignment, which is oriented in a north-south direction. In the past, the City of Fontana has worked to connect Santa Ana Avenue across the railroad, however, easements to extend the street have not been acquired, and the extension has remained outstanding. Extension of Santa Ana Avenue would provide improved capacity for east/west motorists, alleviating potential demand on parallel roadways such as Jurupa Avenue and Slover Avenue.

The *Traffic Analysis* did not identify the need for circulation improvements to Slover Avenue beyond the currently constructed roadway cross-section. However, the *Traffic Analysis* identified the need to widen Jurupa Avenue consistent with the *City of Fontana General Plan Circulation Element*. Since the extension of Santa Ana Avenue across the UPRR only provides minor improvement to east/west traffic operations, it is not considered a project recommendation or mitigation measure.

ETIWANDA AVENUE/PHILADELPHIA STREET INTERSECTION

Widening of the eastbound Philadelphia Street approach at the Etiwanda Avenue/Philadelphia Street intersection is limited due to the north/south UPRR crossing of Philadelphia Street on the east leg of the intersection. While Philadelphia Street is widened to its ultimate cross-section west of the Etiwanda Avenue/Philadelphia Street intersection, the east leg of the intersection operates as a two-lane undivided roadway with a westbound left-turn lane at the intersection. Additional easements to enlarge the UPRR crossing, and to obtain right-of-way from the privately owned property at the northeast corner of the Etiwanda Avenue/Philadelphia Street intersection, would provide the opportunity to enhance intersection operations with additional east/west through lanes, or an additional westbound right-turn lane. Provision of a westbound right-turn lane would improve operations while large vehicles maneuver from Philadelphia Street to Etiwanda Avenue, without potentially encroaching into the adjacent lane.

The *Traffic Analysis* did not identify the need for circulation improvements to the Etiwanda Avenue/Philadelphia Street intersection beyond the currently constructed intersection. Since no additional improvements are required at the Etiwanda Avenue/Philadelphia Street intersection to implement the proposed project, it is not considered a project recommendation of mitigation measure.

PHILADELPHIA STREET CIRCULATION

Philadelphia Street is discontinuous between Etiwanda Avenue and Mulberry Avenue at the San Sevaine Flood Control Channel (SSFCC) which is oriented in a north-south direction. In the past, the City of Fontana has examined connecting Philadelphia Street across the channel, however, concerns regarding potential through traffic, including heavy trucks adjacent the residential community south of Philadelphia Street, have limited resolution of the matter. Extension of Philadelphia Street would provide improved capacity for east/west motorists, alleviating potential demand on parallel roadways such as Marlay Avenue, San Sevaine Way, and State Route 60 (SR-60). Philadelphia Street acts as the boundary between the City of Fontana and the County of Riverside. South of Philadelphia Street, Mulberry Avenue changes names within the County of Riverside to Country Village Road. Country Village Road provides a full-access interchange at SR-60, while the Etiwanda Avenue interchange providing access to SR-60 to and from the east due to restrictions from the UPRR which trends in a northwest/southeast direction. Motorists from the City of Fontana traveling to westbound SR-60 must proceed to Mission Boulevard to access the westbound direct ramps. Since operations at the Country Village Road/SR-60 interchange are not limited by the UPRR, the Country Village Road/SR-60 interchange may appear more attractive to motorists within the City of Fontana.

The *Traffic Analysis* did not identify the need for circulation improvements to arterials in the vicinity of the discontinuity in Philadelphia Street beyond applicable *General Plan Circulation Elements*. While the connection of the two discontinuous Philadelphia Street segments at the SSFCC could help facilitate east/west traffic operations, the connectivity gain may be contrasted by potential effects on the nearby residential neighborhood. Therefore, it is not considered a project recommendation or mitigation measure.

Mitigation Measures:

FORECAST EXISTING WITH PROJECT CONDITIONS

The following mitigation measures are intended to achieve acceptable operations at the deficient roadway segments for forecast existing with project conditions:

- 4.9-1a **Mulberry Avenue** – Consistent with City of Fontana Circulation Master Plan, construct Mulberry Avenue connection from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Etiwanda Avenue and Cherry Avenue.
- 4.9-1b **Beech Avenue** – Consistent with City of Fontana Circulation Master Plan, construct Beech Avenue from Slover Avenue to Valley Boulevard including an interchange

with I-10. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity and freeway access, reducing forecast traffic on Cherry Avenue and Citrus Avenue.

- 4.9-1c **Jurupa Street between Etiwanda Avenue and Mulberry Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 4-lane divided roadway segment to a 6-lane divided roadway segment. This improvement is included in the City of Fontana 7-Year Capital Improvement Program, but is not yet fully funded.
- 4.9-1d **Mulberry Avenue between Slover Avenue and Jurupa Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4-lane undivided roadway segment.
- 4.9-1e **Jurupa Street between Mulberry Avenue and Cherry Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 4-lane divided roadway to a 6-lane divided roadway. This improvement is included in the City of Fontana 7-Year Capital Improvement Program, but is not yet fully funded.
- 4.9-1f **Beech Avenue between Slover Avenue and Jurupa Street** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane divided roadway to a 4-lane divided roadway.
- 4.9-1g **Citrus Avenue between I-10 Eastbound Ramps and Santa Ana Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4-lane undivided roadway segment.
- 4.9-1h **Citrus Avenue between Santa Ana Avenue and Jurupa Street** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane undivided roadway segment to a 4-lane undivided roadway segment.

The following mitigation measures are intended to achieve acceptable operations at the deficient intersections for forecast existing with project conditions, assuming implementation of identified roadway segment improvements (Mitigation Measures 4.9-1a through 4.9-1h):

- 4.9-1i **Etiwanda Avenue/San Bernardino Avenue** – Widen the northbound Etiwanda Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound San Bernardino Avenue approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the westbound San Bernardino Avenue signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Etiwanda Avenue.

- 4.9-1j **Etiwanda Avenue/East Airport Drive-Slover Avenue** – Widen the northbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes.
- 4.9-1k **Etiwanda Avenue/Jurupa Street** – Widen the eastbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- 4.9-1l **Mulberry Avenue/Slover Avenue** – In concert with construction of the extension of Mulberry Avenue north of Slover Avenue, widen the northbound Mulberry Avenue approach from one left-turn lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Construct and stripe the southbound Mulberry Avenue approach to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from two through lanes and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane and two through lanes to consist of one left-turn lane, two through lanes, and one right-turn lane. Additionally, modify the signal phasing to consist of protected left-turn phasing.
- 4.9-1m **Mulberry Avenue/Santa Ana Avenue** – Widen the northbound Mulberry Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Re-stripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the westbound Santa Ana Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Additionally, modify the east-west signal phasing from permitted left-turns to protected left-turns.
- 4.9-1n **Mulberry Avenue/Jurupa Street** – Modify the northbound Mulberry Avenue signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Jurupa Street. Widen the southbound Mulberry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the southbound Mulberry Avenue signal phasing to include a southbound right-turn overlap, which will preclude U-turn movement from

eastbound to westbound Jurupa Avenue. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.

- 4.9-1o **Banana Avenue/Valley Boulevard** – Signalize the Banana Avenue/Valley Boulevard intersection. According to the City of Fontana, the Banana Avenue/Valley Boulevard intersection satisfies traffic signal warrants and is in the pre-construction phase.
- 4.9-1p **Cherry Avenue/Valley Boulevard** – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Valley Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
- 4.9-1q **Cherry Avenue/Slover Avenue** – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, four through lanes and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, four through lanes, and two right-turn lanes. Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes.
- 4.9-1r **Cherry Avenue/Jurupa Street** – Widen the northbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes. Widen the eastbound Jurupa Avenue approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- 4.9-1s **Beech Avenue/Valley Boulevard** – Signalize the Beech Avenue/Valley Boulevard intersection. Widen the northbound Beech Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, one through

lane, and one shared through/right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.

- 4.9-1t **Beech Avenue/Slover Avenue** – Signalize the Beech Avenue/Slover Avenue intersection. Widen the northbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.
- 4.9-1u **Beech Avenue/Santa Ana Avenue** – Signalize the Beech Avenue/Santa Ana Avenue intersection.
- 4.9-1v **Beech Avenue/Jurupa Street** – Signalize the Beech Avenue/Jurupa Street intersection. Widen the eastbound Jurupa Street approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.
- 4.9-1w **Citrus Avenue/Valley Boulevard** – Widen the northbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Valley Boulevard approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and two right-turn lanes.
- 4.9-1x **Citrus Avenue/Slover Avenue** – Widen the northbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

- 4.9-1y **Citrus Avenue/Santa Ana Avenue** – Signalize the Citrus Avenue/Santa Ana Avenue intersection. Widen the northbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the eastbound Santa Ana Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Re-stripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- 4.9-1z **Citrus Avenue/Jurupa Street** – Signalize the Citrus Avenue/Jurupa Street intersection. Widen the southbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.
- 4.9-1aa **Sierra Avenue/Slover Avenue** – Widen the eastbound Slover Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- 4.9-1bb **Sierra Avenue/Jurupa Street** – Widen the southbound Sierra Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Jurupa Street approach from one left-turn lane, one shared left-turn/through lane, one through lane, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Improvements have recently been constructed at this intersection satisfying the lane configuration recommended.
- 4.9-1cc **Armstrong Road/SR-60 Eastbound Ramps** – Contribute towards preparation of a Project Study Report to improve operations, circulation, and access at the Armstrong Road/SR-60 interchange.

FORECAST YEAR 2030 WITH PROJECT CONDITIONS

Note that Mitigation Measures 4.9-1a through 4.9-1cc, above, apply to both the forecast existing with project scenario and the forecast year 2030 with project scenario. Thus, the following mitigation measures are specific only to the forecast year 2030 with project scenario.

The following improvements are identified to achieve acceptable operations at the deficient roadway segments for forecast year 2030 with project conditions:

- 4.9-1dd **Cypress Avenue** – Consistent with City of Fontana Circulation Master Plan, construct Cypress Avenue from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Cherry Avenue and Citrus Avenue.
- 4.9-1ee **Country Village Road between Philadelphia Avenue and SR-60 Westbound Ramps** – Consistent with the County of Riverside Circulation Master Plan, widen the study roadway segment from a 4-lane undivided roadway segment to a 6-lane divided roadway segment. Since this improvement is within the jurisdiction of the recently incorporated City of Jurupa Valley, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.
- 4.9-1ff **San Bernardino Avenue between Cherry Avenue and Fontana Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 2-lane divided roadway to a 4-lane divided roadway. Since this improvement is within the jurisdiction of the County of San Bernardino, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.
- 4.9-1gg **Jurupa Street between Cherry Avenue and Citrus Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 5-lane divided roadway to a 6-lane divided roadway. A portion of this improvement has recently been implemented by the City of Fontana providing the capacity for a 6-lane roadway between Poplar Avenue and Citrus Avenue.
- 4.9-1hh **Jurupa Street between Citrus Avenue and Sierra Avenue** – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a 5-lane divided roadway to a 6-lane divided roadway. This improvement has recently been implemented by the City of Fontana providing the capacity for a 6-lane roadway between Citrus Avenue and Sierra Avenue.

The following improvements are identified to achieve acceptable operations at the affected study intersections for forecast year 2030 with project conditions assuming implementation of the identified roadway segment improvements:

- 4.9-1ii **I-15 Southbound Ramps/Jurupa Street** – Widen the southbound I-15 Southbound Off-Ramp from one left-turn lane, one shared left-turn/through/right-turn lane, and



one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane.

- 4.9-1jj **Commerce Way/Ontario Mills Parkway** – Widen the northbound Commerce Way approach from two left-turn lanes, one through lane, and one right-turn lane.
- 4.9-1kk **Cherry Avenue/San Bernardino Avenue** – Widen the eastbound San Bernardino Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
- 4.9-1ll **Cherry Avenue/Santa Ana Avenue** – Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

IMPLEMENTATION OF IMPROVEMENTS

- 4.9-1mm Prior to issuance of a grading permit, applicants for future development associated with the proposed project shall prepare site-specific traffic studies, to the satisfaction of the City's Engineering Department. As determined by these subsequent traffic studies, traffic improvements identified as mitigation measures in this Program EIR shall be implemented as a condition of the approved future development project, either through direct construction by the project applicant and/or through development impact fees.
- 4.9-1nn The City of Fontana shall perform monitoring of traffic generation and phasing of development within the project area to defer or eliminate identified improvements due to potential circulation impact changes or reduced land use intensities. This monitoring shall be achieved through project-specific traffic studies tied to future development within the Specific Plan Update area with land use in excess of 100,000 square feet of non-residential land use.

INCREASED HAZARDS

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

Impact 4.9-2

*Future projects associated with the proposed project would not increase hazards due to a design feature impacting pedestrian access and safety. **Determination: Less Than Significant Impact.***

Potential future development associated with the SWIP Specific Plan Update and Annexation Project may require considerable construction and demolition. It may be necessary to completely restrict public access during brief periods of construction to ensure public safety. Appropriate signage would be provided as motorists/pedestrians approach the site to indicate

access options. Construction vehicle traffic may create temporary congestion and safety hazards for local residents, on-site employees, motorists, and pedestrians. Potential safety hazards and traffic congestion would be reduced to less than significant levels through implementation of the standard construction safety measures, including use of flag men, signage and appropriate construction area fencing. In addition, as described in detail above under the impact analysis for Increased Traffic Volumes, the project would implement numerous improvements to the local transportation network, thereby improving local traffic circulation and public infrastructure systems. These proposed improvements are intended to alleviate traffic congestion and improve public safety, remove costly impediments to development, and upgrade infrastructure to current standards to stimulate private development. These improvements would be implemented in a manner that ensures pedestrian access and safety. Therefore, potential hazards due to a design feature are considered less than significant.

Mitigation Measures: No mitigation is required.

EMERGENCY ACCESS

Threshold: *Would the project result in inadequate emergency access?*

Impact 4.9-3

*Development associated with the Specific Plan Update and Annexation Project would not result in significant impacts to emergency access. **Determination: Less Than Significant Impact.***

Short-Term Construction

While the proposed project does not include site-specific development proposals, it does include a range of roadway infrastructure improvements (new roadway construction, widenings, intersection improvements, and signalizations) where construction may create temporary, short-term obstacles to the free movement of traffic, including emergency vehicles. These temporary impacts could include temporary street closure, reduction in usable road width, movement of construction equipment and material delivery, open trenches and other such hazards.

The City requires preparation and implementation of a Traffic Management Plan for all projects that require construction in the public right-of-way (ROW). The Traffic Management Plan must be reviewed and approved by the City's Engineering Department prior to the start of construction activity in the public ROW. The typical Traffic Management Plan requires such things as the installation of K-rail between the construction area and open traffic lanes, the use of flagmen and directional signage to direct traffic where only one travel lane is available or when equipment movement create temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained. Compliance with City requirements for traffic management during construction in the public ROW will ensure adequate emergency access. The impact would be less than significant and no mitigation measures are required.

Long-Term Operations

As described in detail above under the impact analysis for Increased Traffic Volumes, the project would implement numerous improvements to the local transportation network, thereby improving local traffic circulation and public infrastructure systems. These proposed improvements are intended to alleviate traffic congestion and improve public safety, remove costly impediments to development, and upgrade infrastructure to current standards to stimulate private development. These improvements would be implemented in a manner that would improve local circulation and emergency access. Therefore, impacts in this regard would be less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation is required.

4.9.6 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts is the area within and immediately surrounding the Specific Plan Update area, as represented by full build-out of the *General Plan*. Additionally, the following list of related projects has been provided within Section 3.0, *Basis of Cumulative Analysis*:

- Hilton Gardens;
- Wal-Mart South;
- Kaiser Hospital;
- SWIP Redevelopment Plan Project Area Amendment No. 9;
- West Valley Logistics Center;
- Marlay Distribution Center;
- OMP Fontana Distribution Center; and
- Jurupa Business Park.

In terms of cumulative development, it is also important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site.⁴

⁴ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



Traffic-related impacts are anticipated to occur within the region as the identified cumulative development cited above and buildout of the City's General Plan continues. The majority of the City is developed with urbanized uses, and the SWIP area is recognized as a major transportation hub, with high amounts of heavy truck traffic occurring in the project area due to the extensive industrial and distribution facilities existing on-site. The impact analysis for Increased Traffic Volumes, above, provides an analysis for year 2030 conditions, and thus serves a purpose of both project-related and cumulative traffic impacts.

In addition, based on direction provided by City staff, traffic volumes for forecast year 2030 conditions were derived by increasing existing traffic volumes by one percent per year.⁵ Thus, the long-range forecast year 2030 with project scenario accounted for cumulative growth and development within the study area.

Due to the conceptual nature of the future development within the Specific Plan Update area, future proposals could require individual assessments of potential impacts to traffic and circulation. As shown above, implementation of the project would result in a number of roadway and intersection deficiencies. Upon implementation of Mitigation Measures 4.9-1a through 4.9-1nn, which include a range of new roadway construction, roadway widenings, signalizations, and intersection improvements, identified facilities would operate at a satisfactory LOS based on agency criteria. However, since the majority of these recommended improvements are either currently unfunded or only partially funded and two of the recommendations are situated outside of the City of Fontana's jurisdiction, implementation of these improvements cannot be assured. As such, impacts in this regard would be cumulatively considerable.

4.9.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in a significant and unavoidable impact related to increased traffic volumes on a project-level and cumulative basis. Although recommended mitigation measures would result in acceptable operation of identified roadway segments and intersections, their implementation cannot be guaranteed by the City of Fontana. As such, if the City of Fontana approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.

⁵ The traffic growth rate of one percent per year was developed in consultation with City of Fontana staff and is also the typical growth rate conservatively utilized in the transportation planning industry.



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5.0 Other CEQA Considerations



Other CEQA Considerations

Section 5.0

Section 15126 of the *CEQA Guidelines* requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify: (1) significant environmental effects of the proposed project; (2) significant environmental effects that cannot be avoided if the proposed project is implemented; (3) significant irreversible environmental changes that would result from implementation of the proposed project; (4) growth-inducing impacts of the proposed project; (5) mitigation measures proposed to minimize significant effects; and (6) alternatives to the proposed project.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Table ES-1, *Summary of Environmental Effects and Mitigation Measures*, which is contained in the Executive Summary, and Sections 4.1 through 4.9 of this Program EIR, provide a comprehensive identification of the proposed project's environmental effects, including the level of significance both before and after mitigation.

5.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

"Unavoidable significant adverse impacts" refer to those impacts of the proposed project that cannot be feasibly mitigated to a less than significant level. The evaluation of the environmental topics in Section 4.0, *Environmental Analysis*, concluded that the following significant and unavoidable project-related and/or cumulative impacts would occur if the SWIP Specific Plan Update and Annexation Project is implemented as currently proposed:

- Aesthetics, Light and Glare:
 - Scenic vistas (project-level and cumulative);
- Air Quality:
 - Construction-Related Emissions (project-level);
 - Regional Operational Emissions;
 - Air Quality Management Plan Consistency; and
 - Cumulative Construction, Operational Impacts.
- Noise:
 - Long-Term Mobile Noise
 - Cumulative Mobile Noise



- Public Services and Utilities:
 - Parks/Recreation
- Traffic and Circulation:
 - Increased Traffic Volumes (project-level and cumulative)

In deciding whether to approve or deny the proposed project, the Fontana City Council must balance the benefits of the project against its unavoidable adverse environmental impacts. If the City Council decides to approve the proposed SWIP Specific Plan Update and Annexation Project, adoption of a Statement of Overriding Considerations would be required. The Statement of Overriding Considerations explains the Lead Agency's specific reasons supporting its decision to approve the project, despite the occurrence of significant impacts to the environment.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the *CEQA Guidelines* requires that an EIR discuss "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented." Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of nonrenewable resources.
- The primary and secondary impacts of the project would generally commit future generations to similar uses.
- The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

The proposed SWIP Specific Plan Update and Annexation does not include proposals for any specific development project. While the project may facilitate and expedite the development of the Specific Plan Update area, that development would occur without project approval. Accordingly, the project would have no direct environmental impacts; however, as it would facilitate development, it would have indirect environmental impacts that would result in significant irreversible environmental changes.

Resources that would be permanently and continually consumed by development facilitated by the project would include water, electricity, natural gas, and fossil fuels. However, new construction in California is required to conform to energy conservation standards specified in Title 24 of the *California Code of Regulations (CCR)*. These standards establish "energy budgets" for different types of residential and non-residential buildings with which all new buildings must comply. In order to conform to CCR Title 24, efficient energy use would be designed into all new buildings developed in the project site. In addition, all new development



would be required to comply with all applicable building codes, development standards, and design requirements related to sustainability and energy conservation contained in the *City of Fontana Municipal Code* and required pursuant to current and future State legislation, executive orders, and regulatory guidance. City policy, State standards and mitigation measures contained in the *City of Fontana General Plan EIR (General Plan EIR)* and in this Program EIR would help ensure that all natural resources are conserved or recycled to the maximum extent feasible.

It is probable that new technologies or systems to improve sustainability and reduce resource consumption would emerge (or become more cost-effective or user-friendly) over the long-range implementation period of the project. Since development of the project would occur in stages, as individual projects are proposed, these new technologies could be incorporated into development projects in the Specific Plan Update area, further reducing resource consumption and improving sustainability. This being said, even with the implementation of conservation measures and advancing technology, consumption of natural resources would generally increase with implementation of future development associated with the project.

Construction activities related to development within the Specific Plan Update area would result in the irretrievable commitment of nonrenewable resources, primarily in the form of fossil fuels (such as natural gas, diesel and gasoline for automobiles and construction equipment), sand, gravel, wood and related construction materials. These may be considered a permanent investment and commitment of resources to project buildout. In addition, a long-term increase in the demand for electrical resources would occur; however, the *CCR* standards and mitigation measures identified within the *General Plan EIR* and within this Program EIR would minimize the consumption of natural resources associated with the proposed project. In addition, the future consumption of these resources in relation to future development would not be considered wasteful or unjustifiable,

5.4 MANDATORY FINDINGS OF SIGNIFICANCE

CEQA requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. An EIR has been prepared for the proposed project, which fully addresses all of the Mandatory Findings of Significance, as described below.

5.4.1 Degradation of the Environment

Section 15065(a) of the *CEQA Guidelines* requires a find of significance if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the *CEQA Guidelines* as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance.”

This Program EIR in its entirety addresses and discloses all potential environmental effects associated with future development associated with the project at a programmatic level of analysis, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics, Light, and Glare;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Hazards and Hazardous Materials;
- Land Use and Planning;
- Noise;
- Public Services, Utilities and Infrastructure; and
- Traffic and Circulation.

As summarized in Table ES-1, *Summary of Environmental Effects and Project Mitigation Measures*, this Program EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

5.4.2 Long-Term Impacts

Section 15065(a)(2) of the *CEQA Guidelines* states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.3, *Significant Irreversible Environmental Effects* of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2, *Significant and Unavoidable Adverse Impacts* and Table ES-1 identify all significant and unavoidable impacts that could occur that would result in a long-term impact on the environment. Lastly, Section 6, *Growth Inducing Impacts of the Proposed Action* identifies any long-term environmental impacts caused by the proposed project with respect to economic and population growth.

5.4.3 Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less than significant impact, a potentially significant impact unless mitigated, or a significant and unavoidable impact.

Section 15065 of the *CEQA Guidelines* states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited by cumulatively considerable. As defined in Section 15065(a)(3) of the *CEQA Guidelines*, cumulatively considerable means

“that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.1 through 4.9 of this Program EIR

5.4.4 Impacts on Species

Section 15065(a)(1) of the *CEQA Guidelines* states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.3, *Biological Resources*, of this Program EIR fully addresses any impacts related to the reduction of fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of project implementation.

5.4.5 Impacts on Historical Resources

Section 15065(a)(1) of the *CEQA Guidelines* states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) of the *CEQA Guidelines* amplifies *Public Resources Code (PRC)* § 21001(c) by requiring preservation of resources that represent major periods of California history for the benefit of future generations. It also reflects the provisions of *PRC* § 21084.1 in requiring a finding of significance for substantial adverse changes to historical resources. Section 15064.5 of the *CEQA Guidelines* establishes standards for determining the significance of impacts to historical resources and archaeological sites that are an historic resource. Section 4.5, *Cultural Resources* of this Program EIR fully addresses impacts related to California history and prehistory, historic resources, archaeological resources and paleontological resources.

5.4.6 Impacts on Human Beings

As required by Section 15065(a)(4) of the *CEQA Guidelines*, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be possible in all of the designated CEQA issue areas, those that could directly affect human beings include:



- Air Quality;
- Hazards and Hazardous Materials;
- Noise;
- Public Services, Utilities and Infrastructure; and
- Traffic and Circulation.

These issue areas are analyzed throughout Section 4.0, *Environmental Analysis* of this Program EIR.

5.5 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and Appendix F of the *CEQA Guidelines* requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill 1575 (AB 1575) in response to the oil crisis of the 1970s.

Project Energy Consumption

Short-Term Construction

In 1994, the United States Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_x emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NO_x and 40 percent for particulate matter from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Nonroad Diesel Rule. This rule will cut emissions from off-road diesel engines by more than 90 percent, and will be fully phased in by 2014.

The proposed project would not directly result in the construction of any new development projects. However, implementation of the SWIP Specific Plan Update and Annexation could facilitate development of various industrial and commercial uses. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.



Long-Term Operations

TRANSPORTATION ENERGY DEMAND

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy 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.

Based on the *Southwest Industrial Park (SWIP) Project Traffic Analysis*, prepared by RBF Consulting (September 29, 2011), the proposed project would generate 219,929 net daily trips above existing conditions. The SWIP Specific Plan Update would design a network of off-street pedestrian walkways and bicycle pathways linking each industrial area to commercial and residential uses to reduce daily vehicle trips and vehicle miles traveled (VMT). The SWIP Specific Plan Update is not anticipated to result in any unusual characteristics that would result in excessive long-term operational fuel consumption. The SWIP Specific Plan Update involves typical industrial and commercial use type trips that would include internal trip capture rates.

The SWIP Specific Plan Update includes standards for the roadway network to address a more pedestrian-friendly environment. Pedestrian and bicycle circulation routes are anticipated within the Specific Plan Update area, consistent with the Trails Plan and Bicycle Plan within the *City of Fontana General Plan (General Plan) Circulation Element*. The provision of pedestrian and bicycle trails would foster multi-modal transportation opportunities and connections in a project area heavily centered on the automobile and truck. Pedestrian routes include a Southern California Edison Utility easement just south of Jurupa Avenue and a pedestrian trail that connects through the Jurupa South Industrial District, between Etiwanda and Mulberry Avenue. Class I Bike Paths are proposed just south of Jurupa Avenue, within the existing SCE Utility easement, and along the San Sevaine Creek Channel, which runs in a north to south direction through the JSD District between Etiwanda and Mulberry Avenue. Class II Bike Lanes are proposed along San Bernardino Avenue, Santa Ana Avenue, and Poplar Avenue within the SWIP Specific Plan area. Additionally, Mitigation Measures 4.2-2a through 4.2-2h consist of transportation demand management (TDM) measures that are intended to reduce vehicle trips and related emissions. Fuel consumption associated with vehicle trips generated by future development within the SWIP Specific Plan Update would not be considered inefficient, wasteful, or unnecessary in comparison to other industrial and commercial uses in the region.

PUBLIC TRANSPORTATION OPTIONS

OmniTrans provides fixed-route bus service throughout the Specific Plan Update area, including routes along Jurupa Avenue, Cherry Avenue, and Sierra Avenue. The Specific Plan Update area is also proximal to two Metrolink lines, with stations in Fontana, Rancho Cucamonga, and Ontario. The proposed project would provide a mix of land use types and would promote infill development and redevelopment within the project area, thereby promoting public transit usage in the area. Furthermore, Mitigation Measures 4.2-2a through 4.2-2h consist of TDM measures that are intended to reduce vehicle trips and related emissions and increase public transit usage. The availability of public transit within the project area would ensure that the project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.

BUILDING ENERGY DEMAND

The project would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. The project would require electricity and natural gas for typical lighting, climate control, and day-to-day activities. The SWIP Specific Plan provides design standards and guidelines that would ensure energy and water efficiency throughout project site. The project would be consistent with the City's *General Plan*, which encourages energy efficient design and conservation, and provides incentives for building construction that goes beyond the California Code of Regulations Title 24 requirements. The City plans to show tangible economic benefits of reduced emissions through recycling and conservation. Also, *General Plan* Goal 13.3 requires the City to promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling. The Specific Plan Update design guidelines also reflect these energy efficient measures. Future development within the project area would incorporate energy efficient features into future projects. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

ENERGY EFFICIENCY MEASURES

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2010, the CEC updated Title 24 standards with more stringent requirements. The 2010 Standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the Standards on building alterations, such as those within Section V (Site Lighting) including Subpart E (Windows), F (Roofs), and S (Mechanical Equipment). These savings are cumulative, increasing as years go by.



The project would adhere to, and exceed, all Federal, State, and local requirements for energy efficiency, including Title 24 standards. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. The SWIP Specific Plan promotes energy conservation with requirements for energy-efficient lighting and appliances, as well as incentives for green buildings and passive solar design. Additionally, Mitigation Measure 4.2-5m requires the following energy efficiency measures to be incorporated into the proposed project:

- Design buildings to be energy efficient, above Title 24 requirements.
- Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight.
- Use trees, landscaping, and sun screens on west and south exterior building walls to reduce energy use.
- Install light colored “cool” roofs and cool pavements.
- Provide information on energy management services for large energy users.
- Install energy efficient heating and cooling systems, appliances, and equipment, and control systems.
- Install light emitting diodes for traffic, street, and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

As discussed above, project implementation would result in less than significant impacts on energy resources. There would not be any inefficient, wasteful, or unnecessary energy usage in comparison to similar development projects of this nature regarding construction-related fuel consumption. The availability of public transit (Omnitrans bus lines and Metrolink rail lines) would ensure that the project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy. The project would adhere to, and exceed, all Federal, State, and local requirements for energy efficiency, including Title 24 of the *CCR* regarding building energy efficiency standards. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.



Other CEQA Considerations

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6.0 Growth Inducing Impacts



Growth Inducing Impacts of the Proposed Action

Section 6.0

6.1 STATE CEQA GUIDELINES

Section 15126.2(d) of the State *CEQA Guidelines* requires an Environmental Impact Report (EIR) to address the “growth-inducing” effects of a proposed project. Pursuant to Section 15126.2(d) of the *CEQA Guidelines*, a project would be considered to have a growth-inducing effect if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Tax existing community service or facilities, requiring the construction of new facilities that could cause significant environmental effects; or,
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

As such, this section of the Program EIR analyzes the potential environmental consequences of the foreseeable growth that could be induced by the SWIP Specific Plan Update and Annexation Project.

Section 15126.2(d) states: “It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.” Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. As such, this section of the Program EIR analyzes potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.

6.2 DISCUSSION

Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can potentially serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect,



or secondary growth-inducing impacts, consist of growth induced in a particular region by additional demands for housing, goods, and services associated with population increase caused by, or attracted to, a new development.

POPULATION

The California Department of Finance (DOF) prepares annual estimates of population and housing based on an analysis of data from a variety of sources. According to the DOF, the City of Fontana (City) had a population of 198,456 as of January 1, 2011.¹ This is similar to the U.S. Census Bureau's 2010 estimate of 196,069.²

According to the *City of Fontana General Plan EIR (General Plan EIR)*, between 1990 and 2000 the City's population grew from 87,535 to 128,174 (an increase of approximately 46 percent). The DOF estimates that over the past 10 years (from 2002 through 2011), the City's population increased from 140,000 to 198,456 (an increase of approximately 42 percent).³ Since the population data provided by the DOF are computed and updated annually, it is considered more reflective of current conditions than the population projections contained in the 2008 SCAG *Regional Transportation Plan (RTP)* Growth Forecast. For this reason, DOF data has been utilized in this analysis to provide an overview existing conditions. The DOF's population estimates for the City from 2002 through 2011 are provided below in Table 6-1, *Population Growth – City of Fontana (2002-2011)*.

Table 6-1
Population Growth – City of Fontana (2002 – 2011)

Year	Population	Average Annual Growth
2002	140,000	
2003	146,201	4.60%
2004	155,160	5.80%
2005	159,770	2.90%
2006	164,933	3.15%
2007	180,809	8.50%
2008	187,324	3.47%
2009	189,021	0.90%
2010	196,069	3.73%
2011	198,456	1.22%

Source: California Department of Finance, *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2008 and 2009, May 2009 and E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2010 and 2011, May 2011.*

¹ California Department of Finance, *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2010 and 2011, May 2011.*

² U.S. Census Bureau, *Fontana Profile of General Population and Housing Characteristics: 2010, 2011.*

³ California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2011, with 2010 Benchmark, May 2011.*



As noted within the City's *General Plan EIR*, Fontana is a young, rapidly growing, and diverse community and has become a center of growth in San Bernardino County. However, based on data provided in Table 6-1, the DOF estimates that from 2009 to 2011, the City's population grew at an average annual rate of 1.95 percent. This represents a substantial decrease in growth in comparison to previous years, and is at least partly attributable to the recent economic downturn and associated end of the housing boom.

SCAG growth projections for the City and County of San Bernardino through 2030 are provided below within Table 6-2, *SCAG Population and Household Forecasts*. These projections were originally prepared in 2004 and were updated in 2008.

Table 6-2
SCAG Population and Household Forecasts

Location	2005	2010	2015	2020	2025	2030
City of Fontana						
Population	162,935	174,719	185,804	195,866	205,630	215,018
Households	40,636	44,022	47,992	50,636	53,176	55,547
Employment	44,768	49,879	54,153	57,777	62,020	66,650
County of San Bernardino						
Population	1,971,318	2,182,049	2,385,748	2,582,765	2,773,945	2,957,753
Households	576,277	637,250	718,602	787,142	852,986	914,577
Employment	704,239	810,233	897,489	965,778	1,045,480	1,134,960
Source: SCAG, <i>Regional Transportation Plan Growth Forecast</i> , 2008.						

Thus, based on DOF population estimates for the City and SCAG population projections, as of January 1, 2011, the City has exceeded its 2015 and 2020 projections for growth. However, it appears that the City's recent rapid growth trend (particularly from 2006 to 2007) has ended and population growth has decreased substantially due to current economic conditions.

HOUSING

According to the DOF, the City's total housing stock was an estimated 35,907 as of April 1, 2000.⁴ The DOF also estimates that in 2010, the City's housing stock had increased to 50,623 units.⁵ This represents an approximate increase of 41 percent over housing levels in 2000; refer to Table 6-3, *Total Housing Units of Fontana (2000-2010)*.

⁴ California Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties and the State, 1990-2000*, August 2007.

⁵ California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark*, May 2010.



Table 6-3
Total Housing Units – City of Fontana (2000 – 2010)

Year	Single-Family	Multi-Family 2 to 4 units	Multi-Family 5+ units	Mobile Homes	Total Number of Units	Occupied Units
2000	26,539	1,579	5,709	882	35,907	34,013
2010	41,527	1,708	6,052	1,336	50,623	47,958

Source: California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010 with 2000 Benchmark*, May 2010.

The vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in the City's housing market. As shown in [Table 6-3](#), a total of 47,958 of 50,623 units were occupied in 2010, which represents a vacancy rate of approximately five percent.

Based on [Table 6-2](#), above, SCAG estimates that the total number of households within the City will grow to 50,636 in 2020, 53,176 in 2025, and 55,547 in 2030. Based on DOF data, the City has exceeded SCAG's projections for households through 2015.

EMPLOYMENT

According to the *General Plan*, from 1991 to 2000, the City experienced major economic expansion and employment increased from 24,593 to 41,377 employed persons. This growth can be attributed to lower land prices and the availability of vacant land in Fontana. Another factor to consider is the convenience offered by the proximity to major transportation hubs such as the Ontario International Airport, freeways, and railroad lines. These conditions have attracted many trucking companies to the City, making distribution and transportation the largest major employment sector (approximately 21 percent). The second highest concentration of the City's labor force was found in manufacturing (approximately 20 percent), with retail trade following (approximately 17 percent).

According to the California Economic Development Department (EDD), the City's current labor force (as of August 2011) was 60,600, with 52,000 currently employed. Thus, the unemployment rate in the City was 14.1 percent as of August 2011.⁶ Based on SCAG estimates, the City's employment is expected to reach 57,777 in 2020, 62,020 in 2025, and 66,650 in 2030.

IMPACT DISCUSSION

As stated above, a project could induce population growth in an area either directly or indirectly. More specifically, the development of new homes or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly.

⁶ California Employment Development Department, *Monthly Labor Force Data for Cities and Census Designated Places*, August 2011.



The project area is highly urbanized. As shown in Section 2.0, *Project Description*, the proposed project would result in a maximum of 5,483,431 square feet of new commercial development, 1,766,129 square feet of new office space, and 22,387,358 square feet of new industrial development. Based on the *Fiscal Impact Analysis* prepared for the proposed SWIP Specific Plan Update, the project would result in the creation of 39,416 new employment positions within the City.⁷

Based on the factors discussed below, the proposed project is considered growth-inducing due to the following factors:

- The proposed project would provide for a range of infrastructure improvements and expansions related to traffic/circulation, domestic and recycled water, wastewater, and stormwater. These infrastructure improvements would remove an impediment to growth by providing the additional capacity necessary to support the proposed commercial, industrial, and office uses associated with future development.
- As stated above, future development associated with the project would result in the creation of 39,416 new employment positions. Therefore, development of the proposed project would foster economic expansion and growth, because proposed uses would have resultant increases in the City's revenue base and employment opportunities.
- The project would result in direct growth in the City's population, because the potential exists that future employees (and their families) may choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City would be highly speculative, because many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Because of the uncertainty that exists with regard to the number of new employees who may choose to relocate to the City, a more conservative analysis of impacts associated with the City's permanent population is provided. For analytical purposes, it is assumed that 25 percent of the project's new employees would choose to relocate to the City, resulting in the creation of 9,854 new households. Based on the City's average number of people per household of 3.95, the project would result in a total population increase within the City of 38,923 people.⁸ This increase in population would exceed SCAG's projections for both population and housing for the City through 2030; refer to Table 6-2, above.

Although the project is considered consistent with relevant goals and policies contained in the City's *General Plan* and SCAG's *Regional Comprehensive Plan and Guide*, the project would result in both direct and indirect growth inducement. Given the large employment generation of the project at buildout, future development would cause a substantial increase in the City's population to occur. Although the *CEQA Guidelines* state that growth should not be assumed to be beneficial or detrimental, the analysis within this Program EIR finds that the project would result in a significant and unavoidable impact related to growth inducement.

⁷ Stanley R. Hoffman Associates, *SWIP Specific Plan Fiscal Impact Analysis*, April 14, 2009.

⁸ California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009 with 2000 Benchmark*, November 2009.



Growth Inducing Impacts of the Proposed Action

Although the project has been identified as growth inducing, it is important to understand what would occur on-site in the event the proposed project is not carried forward. Essentially, if the proposed project were not approved, site development would continue to occur under designations provided within the existing SWIP Specific Plan and existing *General Plan*. Tables 2-1 and 2-2 of this Program EIR provide a comparison between: 1) allowable development intensities under the proposed project; and 2) designations under the existing SWIP Specific Plan and existing *General Plan*. Based on this comparison, buildout of the site under existing Specific Plan and *General Plan* designations would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development. Thus, the proposed SWIP Specific Plan Update represents a reduction in the overall development intensity for the project site, and thus a reduction in corresponding population growth.⁹

⁹ Note that this comparison is provided for informational purposes only. The environmental analysis in this document compares the proposed project to the existing environmental baseline.



7.0 Alternatives to the Proposed Action



Alternatives to the Proposed Action

Section 7.0

7.1 INTRODUCTION

In accordance with Section 15126 of the *CEQA Guidelines*, an EIR must describe a range of reasonable alternatives to the proposed project that could feasibly attain the basic objectives of the project. However, the alternative selected for evaluation must be capable of avoiding or substantially reducing significant adverse environmental effects of the proposed project, even if it would impede attainment of the project objectives or be more costly. Therefore, alternatives that are likely to result in greater significant impacts than the proposed project are not selected for evaluation. The merits of the selected alternatives compared to the proposed project must be described and evaluated. The alternatives analysis is intended to foster informed decision-making. The *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by “rule of reason,” and require that the EIR set forth only those alternatives necessary to permit a reasoned decision.

The *CEQA Guidelines* require that the EIR include in its evaluation the “No Project” Alternative. The No Project Alternative describes environmental conditions that would occur if the project were not implemented. The *CEQA Guidelines* also require that the most environmentally superior alternative be identified. If the alternative with the least environmental impacts is the No Project Alternative, then one of the other remaining alternatives must be designated as the environmentally superior alternative.

This section has been prepared in consideration of the following guidelines for discussing alternatives to a proposed project:

- Because the EIR must identify ways to mitigate or avoid significant effects of the project on the environment, “the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” [*CEQA Guidelines* Section 15126.6(b)];
- The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. If there is a specific proposed project or a preferred alternative, explain why the other alternatives were rejected in favor of the proposal if they were considered in developing the proposal. “The EIR shall also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination.” [*CEQA Guidelines* Section 15126.6(c)];
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the

project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed. [CEQA Guidelines Section 15126.6(c)];

- “The specific alternative of “no project” shall be evaluated along with its impact.” The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. [CEQA Guidelines Section 15126.6(e)(1).] The *CEQA Guidelines* also stipulate that the “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation is published...as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” [CEQA Guidelines Section 15126.6(e)(2)];
- If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify the environmentally superior alternative among the other alternatives. [CEQA Guidelines Section 15126.6(e)(2)];
- Under the *CEQA Guidelines* Section 15126.6(c), the range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. “The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.” [CEQA Guidelines Section 15126.6(f)].

7.2 OVERVIEW OF THE ALTERNATIVES SELECTION PROCESS

The alternatives selection process involved the following sequence of steps:

- Identification of the project objectives;
- Identification of the potentially significant impacts of the project;
- Development of a broad list of alternatives;
- Development of evaluation criteria for feasibility;
- Evaluation of alternatives; and,
- Identification of those alternatives that passed the evaluation and explanation of why alternatives were determined infeasible.

7.3 SCOPE OF THE EIR

PROJECT OBJECTIVES

As stated within Section 2.0, *Project Description*, an EIR must include, “A statement of objectives sought by the proposed project....The statement of objectives should include the underlying purpose of the project.” The goals and objectives of the SWIP Specific Plan Update and Annexation are provided below:

1. Increase and maintain an increased daytime employment population.
2. Coordinate land uses and transportation with infrastructure planning.
3. Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
4. Retain and expand existing businesses and business opportunities.
5. Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.
6. Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.
7. Tailor land use regulations and design guidelines to custom-fit the SWIP Specific Plan Update area.
8. Improve visual and functional linkages between I-10, Slover Avenue, and the City of Fontana.
9. Identify areas of priority development and property assemblage opportunities to serve as economic development catalysts.
10. Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete “removal and replacement” transformation to enhance the sense of place and promote aesthetic improvements.
11. Incorporate planning policy that encourages viable development in the future, while paying tribute to Fontana’s past.

SIGNIFICANT PROJECT IMPACTS

The evaluation of the environmental topics in Section 4.0 concluded that unavoidable significant adverse impacts would occur if the Southwest Industrial Park Specific Plan Update and Annexation Project is implemented as currently proposed, based on a program level of analysis. Unavoidable significant impacts were found to occur in relation to the following topical areas:

- Aesthetics, Light and Glare:
 - Scenic vistas (project-level and cumulative);



- Air Quality:
 - Construction-Related Emissions (project-level);
 - Regional Operational Emissions;
 - Air Quality Management Plan Consistency; and
 - Cumulative Construction and Operational Impacts.
- Noise:
 - Long-Term Mobile Noise
 - Cumulative Mobile Noise
- Public Services and Utilities:
 - Parks/Recreation
- Traffic and Circulation;
 - Increased Traffic Volumes (project-level and cumulative)

7.4 ALTERNATIVES

Three alternatives to the proposed project were selected for analysis. These alternatives were selected based on their ability to fulfill the basic objectives of the proposed project, as well as their capability for reducing at least one potentially significant adverse impacts of the project. The alternatives selected for evaluation in comparison to the proposed project are as follows:

Alternative 1 – No Project Alternative (Buildout of Existing SWIP Specific Plan and General Plan)

The No Project Alternative is a required alternative under CEQA. Under the No Project Alternative, the proposed Specific Plan Update and Annexation Project would not occur and the boundary of the existing SWIP Specific Plan would not be altered. Under this alternative, no additional areas would be annexed into the City's incorporated limits. Development within the existing Specific Plan area would continue to occur under existing SWIP Specific Plan designations, and areas outside of the existing Specific Plan boundary would continue to develop under existing *City of Fontana General Plan (General Plan)* designations.

Tables 2-1 and 2-2 of this Program EIR provide a comparison between the proposed project and the No Project Alternative. Buildout under the No Project Alternative would result in a total of 43,756,379 square feet of new development. The proposed project would result in a total of 29,636,918 square feet of new development. Thus, in comparison to the proposed project, the No Project Alternative would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development.

The increased development potential associated with the No Project Alternative would generally result in increased impacts in comparison to the proposed project. In addition, the project area would not benefit from the comprehensive land use and development guidelines proposed under



the proposed Specific Plan Update. The extensive infrastructure improvements (streetscape, utilities, traffic) identified within the Specific Plan Update would not be achieved to the same extent as the proposed project. A comparative analysis of the impacts associated with the No Project Alternative is provided below.

Aesthetics/Light and Glare

This Alternative would have increased impacts related to aesthetics, light and glare. The No Project Alternative would represent an approximate 48 percent increase in new development intensity in comparison to the proposed project. This increase in development would result in greater impacts in relation to scenic vistas, scenic resources, visual character, and light and glare.

In addition, the No Project Alternative would not include the comprehensive land use and design requirements included in the proposed project, which are intended to guide the orderly development of the site. The SWIP Specific Plan Update and Annexation Project would benefit the project area by resolving land use conflicts, implementing uniform design requirements, and includes an extensive streetscape program that would benefit the aesthetic character of the project area. In addition, buildout under the No Project Alternative is still anticipated to result in development that would adversely impact views of scenic vistas, including the nearby Jurupa Mountains to the south. Thus, under the No Project Alternative, the significant and unavoidable impact identified under the proposed project for scenic vistas would remain.

Air Quality and Climate Change

The No Project Alternative would result in increased air quality impacts in comparison to the proposed project due to the substantial additional development that would occur under the existing SWIP Specific Plan. The significant and unavoidable air quality impacts identified within Section 4.2, *Air Quality and Climate Change* would not be eliminated under this Alternative.

The increase in development would expand the amount and area where construction would occur, thus resulting in an increase in short-term construction related impacts. In addition, the 48 percent increase in development would result in greater sources of stationary and mobile emissions, resulting in increased long-term operational impacts. Moreover, this Alternative would still result in a conflict with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, since it would exceed SCAQMD thresholds. Thus, under the No Project Alternative, the significant and unavoidable impacts identified for air quality would remain.

Biological Resources

Based on the analysis provided within this Program EIR, the site appears to have limited biological resource value due to its urbanized nature. Under the proposed project, it was determined that the Specific Plan Update area offered marginally-suitable habitat for several special-status wildlife species. In addition, a biological database records search found that no sensitive plant species were identified as having the potential to occur on-site.



Although it is expected that similar mitigation requirements and existing laws/ordinances would apply to the No Project Alternative, the increased development that would occur under the No Project Alternative would generally result in increased biological impacts (sensitive species, habitats, natural communities, wetlands/drainages) in comparison to the proposed project.

Cultural Resources

Section 4.4, *Cultural Resources* of this Program EIR found that the Specific Plan Update area exhibited a low sensitivity for archaeological and cultural resources, and a moderate potential for paleontological resources. Similar to impacts related to biological resources, since it is assumed that substantially more development would occur in association with the No Project Alternative, a corresponding increase in the likelihood of impacts to cultural resources would also occur. Consequently, there would be an increased potential of uncovering buried cultural or paleontological resources during grading and or construction activities associated with future development. Therefore, potential cultural resource impacts would increased with the No Project Alternative in comparison to the proposed project.

Hazards and Hazardous Materials

Analysis related to hazards and hazardous materials within this Program EIR found that impacts under the proposed project could be mitigated to less than significant levels. As stated above, the No Project Alternative would result in a substantial increase in development potential for the site under existing SWIP Specific Plan and *General Plan* designations. This increase in development would generally result in an associated increase in hazardous materials impacts (for both short-term construction and long-term operations). An overall increase in development would increase the potential for the disturbance of unknown hazardous materials contamination, and larger amounts of hazardous materials would be used, stored, and transported on-site as part of industrial/commercial uses.

In addition, the land use and design regulations provided in the Specific Plan Update are intended to minimize potential conflicts between existing sensitive uses (single-family residential, public facilities) and existing/proposed industrial/commercial uses. These land use interfaces could potentially result in threats due to hazardous materials. The Specific Plan Update intends to coordinate future development to minimize these potential conflicts through regulating land use and providing for adequate design measures meeting existing regulatory requirements. Thus, the potential benefits of the proposed project related to site design and land use would also not occur to the same extent as the No Project Alternative. Thus, impacts related to this Alternative are expected to be increased in comparison to the proposed project.

Land Use and Planning

The SWIP Specific Plan Update and Annexation Project intends to improve the project area by comprehensively updating the existing Specific Plan. The Specific Plan Update would address issues related to: updating a Specific Plan that has been amended 14 times since its creation in 1983; tying together the multiple annexations that have occurred within the project area; and promotion of orderly and compatible growth in newly annexed areas as well as older areas



within the Specific Plan area. The Specific Plan Update intends to guide future development through the provision of distinct land use districts within the site, which minimize potential land use conflicts and maximize efficiency within an important area of the City's economic base.

In the absence of the proposed project, the No Project Alternative would continue its current patterns of operation and growth. The Specific Plan would not be revised to promote orderly growth within the project area. In addition, streetscape, utility, and traffic infrastructure improvements would not be facilitated as they would under the proposed project. Thus, land use and planning impacts would be increased under the No Project Alternative, in comparison to the proposed project.

Noise

The No Project Alternative would result in increased noise impacts in comparison to the proposed project. As discussed within Section 4.7, *Noise*, the proposed project would result in significant impacts in relation to long-term mobile noise and cumulative mobile noise.

Under this Alternative, both construction and long-term impacts would be increased. Noise emitted during the construction process would increase due to the substantially higher development proposed under the existing SWIP Specific Plan. The increase in development would also result in a greater amount of noise produced by stationary equipment within the project area. The No Project Alternative would also generate a significant number of additional vehicular trips, which would increase long-term mobile noise and cumulative mobile noise impacts. Thus, the significant and unavoidable noise impacts identified under the proposed project would still occur upon implementation of the No Project Alternative.

Public Services, Utilities and Infrastructure

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, analysis within Section 4.8, *Public Services, Utilities, and Infrastructure* determined that future development occurring under the Specific Plan Update and Annexation Project would result in impacts related to public services and utilities.

The No Project Alternative would result in an increase of 14,119,461 square feet of new development in comparison to the proposed project. This represents an approximate 48 percent increase in new development. This substantial increase in development would result in an associated increase in demand for public services and utilities when compared to the proposed project. These increased impacts would occur primarily during long-term operations and would be associated with higher development intensities and population growth within the project area. Thus, the significant and unavoidable impact identified for parks/recreation would still occur under the No Project Alternative.



Traffic and Circulation

Under the No Project Alternative, development within the existing Specific Plan area would continue to occur under existing Specific Plan designations, and areas outside of the existing Specific Plan boundary would continue to develop under existing *General Plan* designations. Under this Alternative, overall development potential would be substantially greater in comparison to the proposed project. With an approximate 48 percent increase in development potential, the No Project Alternative would result in substantially greater traffic generation and impacts on the local and regional roadway network. Potential deficiencies at intersections and roadway segments would be exacerbated by this Alternative.

In addition, the proposed project would facilitate traffic improvements necessary to support future development within the project area. Mitigation is provided in this Program EIR that would require a fair-share implementation program to fund improvements to major transportation corridors, providing critical access to regional nodes (including Interstate 10). Although improvement of roadways within the project area to *General Plan* buildout standards may occur under the No Project Alternative, these improvements would likely occur at a slower pace without the implementation program and mitigation requirements included in the Specific Plan Update. Thus, it is anticipated that the No Project Alternative would result in increased traffic and circulation impacts in comparison to the proposed project, and that a significant and unavoidable impact would remain.

Conclusion

Under the No Project Alternative, the proposed Specific Plan Update and Annexation Project would not occur and the boundary of the existing SWIP Specific Plan would not be altered. Under this alternative, no additional areas would be annexed into the City's incorporated limits. Development within the existing Specific Plan area would continue to occur under existing SWIP Specific Plan designations, and areas outside of the existing Specific Plan boundary would continue to develop under existing *General Plan* designations. As shown above, the No Project Alternative would result in an increase of 14,119,461 square feet of new development. This represents an approximate 48 percent increase in new development.

As shown in the impact analysis above, the increased development potential associated with the No Project Alternative would generally result in increased impacts in comparison to the proposed project. The project area would not benefit from the comprehensive land use and development guidelines proposed under the proposed Specific Plan Update that would promote the orderly buildout of the project area based on the City's vision for the Plan area. The extensive infrastructure improvements (streetscape, utilities, traffic) identified within the Specific Plan Update would not be achieved to the same extent as the proposed project.

Thus, given the increased level of development associated with this Alternative and the lack of land use and infrastructure benefits provided under the proposed project, the significant aesthetics, air quality, noise, public services, utilities, and infrastructure, and traffic impacts would be exacerbated. The No Project Alternative is not preferred by the City due to failure in achieving the majority of the Project's stated objectives.

Alternative 2 – Reduced Density Alternative

The Reduced Density Alternative would include the same impact area as the proposed project, but would reduce the intensity of development. The proposed project would result in a total of approximately 5,483,431 square feet of new commercial development; 1,766,129 square feet of new office development; and 22,387,358 square feet of new industrial development. For the purposes of this analysis, the Reduced Density Alternative assumes a 25 percent overall reduction in new development. This would result in a reduction to approximately 4,112,573 square feet of commercial development; 1,324,596 square feet of office development; and 16,790,518 square feet of industrial development. The total amount of new development occurring under this Alternative would be 22,227,687 square feet.

The decreased development potential associated with the Reduced Density Alternative would generally result in decreased impacts in comparison to the proposed project. A comparative analysis of the impacts associated with the Reduced Density Alternative is provided below.

Aesthetics/Light and Glare

This Alternative would have decreased impacts related to aesthetics, light and glare due to the overall decrease in development intensity. The No Project Alternative would represent an approximate 25 percent reduction in new development intensity in comparison to the proposed project. This decrease in development would result in incrementally reduced impacts in regards to scenic vistas, scenic resources, visual character, and light and glare.

The Reduced Density Alternative would include the same project boundaries as the proposed project. Moreover, this Alternative would include the same land use districts, design guidelines, and infrastructure. Although a reduction in impacts would occur, the long-range buildout of over 22 million square feet of commercial, office, and industrial development over 3,111 acres is still anticipated to result in a significant and unavoidable impact in regards to scenic vistas. The introduction of new structures, walls/fences, aesthetic screening, and landscaping could still result in the blockage or impairment of views towards scenic vistas, including the Jurupa Mountains to the south and San Gabriel/San Bernardino Mountains to the north. In addition, the project could result in the removal of the isolated windrows located within the southerly portion of the project site. Thus, under the Reduced Density Alternative, the significant and unavoidable impact identified under the proposed project for scenic vistas would remain.

Air Quality and Climate Change

With a 25 percent reduction in development intensity, the Reduced Density Alternative would result in decreased air quality and climate change impacts in comparison to the proposed project. Construction-related air quality and climate change impacts would be reduced, given the smaller impact footprint, reduced building activities, and associated reduction in equipment emissions and construction worker trips. With a reduction of approximately 4,112,573 square feet of commercial development, 1,324,596 square feet of office development, and 16,790,518 square feet of industrial development, long-term operational impacts would also be reduced. The



reduced development intensity would result in lower emissions from stationary sources, in addition to a reduction in truck and vehicle emissions.

Although a reduction in impacts would occur, the long-range buildout of over 22 million square feet of commercial, office, and industrial development over 3,111 acres is still anticipated to result in a significant and unavoidable impact in regards to air quality. Given the sizable amount of development that would still occur under this Alternative, it is anticipated that an exceedance of SCAQMD short-term construction and long-term operational thresholds would occur. The significant and unavoidable air quality impacts identified within Section 4.2, *Air Quality and Climate Change* would not be eliminated under this Alternative.

Biological Resources

Based on the analysis provided within this Program EIR, the site appears to have limited biological resource value due to its urbanized nature. Under the proposed project, it was determined that the Specific Plan Update area offered marginally-suitable habitat for several special-status wildlife species. In addition, a biological database records search found that no sensitive plant species were identified as having the potential to occur on-site.

Although it is expected that similar mitigation requirements and existing laws/ordinances would apply to the Reduced Density Alternative, the decreased development that would occur under the Reduced Density Alternative would generally result in incrementally reduced biological impacts (sensitive species, habitats, natural communities, wetlands/drainages) in comparison to the proposed project.

Cultural Resources

Section 4.4, *Cultural Resources* of this Program EIR found that the Specific Plan Update area exhibited a low sensitivity for archaeological and cultural resources, and a moderate potential for paleontological resources. Similar to impacts related to biological resources, it is assumed that since a reduced amount of development would occur in association with the Reduced Density Alternative, a corresponding decrease in the likelihood of impacts to cultural resources would also occur. Consequently, there would be an incremental decrease in the potential for uncovering buried cultural or paleontological resources during grading and or construction activities associated with future development. Therefore, potential cultural resource impacts would decrease with the Reduced Density Alternative in comparison to the proposed project.

Hazards and Hazardous Materials

Analysis related to hazards and hazardous materials within this Program EIR found that impacts under the proposed project could be mitigated to less than significant levels. As stated above, the Reduced Density Alternative would result in a reduction of approximately 4,112,573 square feet of commercial development, 1,324,596 square feet of office development, and 16,790,518 square feet of industrial development.



This 25 percent decrease in development intensity would result in an incremental decrease in the potential for both short-term construction and long-term operational hazardous materials impacts. An overall decrease in development would decrease the potential for the disturbance of unknown hazardous materials contamination, and reduced amounts of hazardous materials would be used, stored, and transported on-site as part of industrial/commercial uses. As such, hazardous materials impacts associated with the Reduced Density Alternative would be reduced in comparison to the proposed project.

Land Use and Planning

The SWIP Specific Plan Update and Annexation Project would improve the project area by comprehensively updating the existing Specific Plan. The Specific Plan Update would address issues related to: updating a Specific Plan that has been amended 14 times since its creation in 1983; tying together the multiple annexations that have occurred within the project area; and promotion of orderly and compatible growth in newly annexed areas as well as older areas within the Specific Plan area. The Specific Plan Update intends to guide future development through the provision of distinct land use districts within the site, which minimize potential land use conflicts and maximize efficiency within an important area of the City's economic base.

Under the Reduced Density Alternative, the existing Specific Plan would be updated in a similar manner as the proposed project, but with a reduced development intensity. The Reduced Density Alternative would provide consistency for a Specific Plan that has been amended numerous times over a long period of time and provide for orderly development with a similar range of land use districts. Since the functionality of the Specific Plan Update under the Reduced Density Alternative would not substantially change, land use and planning impacts are considered similar to those of the proposed project.

Noise

The Reduced Density Alternative would result in reduced noise impacts in comparison to the proposed project. As discussed within [Section 4.7, *Noise*](#), the proposed project would result in significant impacts in relation to long-term mobile noise and cumulative mobile noise.

Under this Alternative, both construction and long-term impacts would be reduced. As stated above, the Reduced Density Alternative would result in a reduction of approximately 4,112,573 square feet of commercial development, 1,324,596 square feet of office development, and 16,790,518 square feet of industrial development. Noise emitted during the process would decrease due to the decreased development intensity and associated reduction in construction equipment, truck trips, and construction employee trips. Long-term operational noise would also be reduced due to a reduction in stationary equipment within the Specific Plan Update area, in addition to a decrease in truck and vehicular noise associated with reduced development.

Although a reduction in impacts would occur, the long-range buildout of over 22 million square feet of commercial, office, and industrial development over 3,111 acres is still anticipated to result in a significant and unavoidable impact in regards to long-term mobile and cumulative mobile noise impacts. Given the sizable amount of development that would still occur under this



Alternative, it is anticipated that an exceedance of identified noise thresholds due to truck and vehicle trips generated by this Alternative would occur. The significant and unavoidable impacts identified within Section 4.7, *Noise* would not be eliminated under this Alternative.

Public Services, Utilities and Infrastructure

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, analysis within Section 4.8, *Public Services, Utilities, and Infrastructure* determined that future development occurring under the Specific Plan Update and Annexation Project would result in impacts related to public services and utilities.

The Reduced Density Alternative would result in a 25 percent reduction in development intensity in comparison to the proposed project. Generally, this reduction in development would result in an associated decrease in impacts related to the provision of public services and utility services. The project's direct and indirect impacts related to the demand for law enforcement and fire protection services, public education, libraries, parks/recreation services, electricity, natural gas, and solid waste services, water supply and wastewater treatment, and storm water drainage facilities would be reduced. However, despite this reduction in development intensity, this Alternative would not eliminate the significant unavoidable impact related to parks/recreation. This impact would remain since the City does not collect Park Development fees for commercial, office, and industrial development. Thus, no enforceable mechanism to implement parks/recreation improvements to accommodate the Alternative are available. The significant and unavoidable impact identified for parks/recreation within Section 4.8, *Public Services and Utilities* would not be eliminated under this Alternative.

Traffic and Circulation

The Reduced Density Alternative would include the same impact area as the proposed project, but would reduce the intensity of development. The Reduced Density Alternative assumes a 25 percent overall reduction in new development, resulting in approximately 4,112,573 square feet of commercial development; 1,324,596 square feet of office development; and 16,790,518 square feet of industrial development. The total amount of new development occurring under this Alternative would be 22,227,687 square feet.

The decreased development potential associated with the Reduced Density Alternative would generally result in decreased traffic and circulation impacts in comparison to the proposed project. Trip generation associated with this Alternative would be incrementally reduced, resulting in decreased impacts to local roadway segments and intersections in the site vicinity. However, the implementation of 22,227,687 square feet of development would require many of the same recommended roadway improvements to mitigate project impacts. Similar to the proposed project, it can be assumed that many of the improvements would not be fully funded, and could be located outside of the jurisdiction of the City of Fontana. Since implementation of



these recommended improvements cannot be ensured by the City, it is anticipated that the significant and unavoidable impacts identified for traffic and circulation would remain.

Conclusion

Under the Reduced Density Alternative, development would be reduced throughout the Specific Plan Update area by 25 percent. As shown in the impact analysis above, the decreased development potential associated with the Reduced Density Alternative would generally result in decreased impacts in comparison to the proposed project. This Alternative would generally accomplish the majority of the identified project objectives, though to a lesser degree (because of the reduced amount of development and associated reduction in economic benefits).

Although development would be reduced under this Alternative, it would still result in the long-range buildout of over 22 million square feet of commercial, office, and industrial development over 3,111 acres. As a result of this substantial amount of development, it is anticipated that the Reduced Density Alternative would not eliminate any of the identified significant and unavoidable impacts under the proposed project (aesthetics, air quality, noise, public services and utilities, and traffic). However, the Reduced Density Alternative has been identified as the Environmentally Superior Alternative.

Alternative 3 – Existing Specific Plan Boundary Alternative

The Existing Specific Plan Boundary Alternative would involve an update to the Specific Plan, but would not alter its existing boundaries. Thus, the total area of this Alternative would remain at 1,793 acres, which represents the current acreage of the SWIP Specific Plan. Under this Alternative, a similar range of land use districts and allowable development intensities would be implemented to resolve existing land use conflicts within the project area. This Alternative would include design requirements similar to the proposed project, in addition to similar streetscape, utility, and traffic infrastructure improvements. By reducing the boundary in comparison to the proposed project, future development activities would be limited to a smaller area, and therefore, the associated scope of impacts would be reduced. Although the overall amount of development would be reduced due to the reduced project acreage, the intensity of development within the 1,793-acre boundary would remain the same as the proposed project.

The decreased development footprint associated with the Existing Specific Plan Boundary Alternative would generally result in decreased impacts in comparison to the proposed project. A comparative analysis of the impacts associated with the Existing Specific Plan Boundary Alternative is provided below.

Aesthetics/Light and Glare

This Alternative would have decreased impacts related to aesthetics, light and glare due to the decreased impact footprint and overall reduction in development. This decrease in development would result in incrementally reduced impacts in regards to scenic vistas, scenic resources, visual character, and light and glare.



The Existing Specific Plan Boundary Alternative would maintain the existing boundaries of the SWIP Specific Plan. This Alternative would include the same range of land use districts, design guidelines, and infrastructure. Although a reduction in impacts would occur, the long-range buildout of 1,793 acres of commercial, office, and industrial development is still anticipated to result in a significant and unavoidable impact in regards to scenic vistas. The introduction of new structures, walls/fences, aesthetic screening, and landscaping could still result in the blockage or impairment of views towards scenic vistas, including the Jurupa Mountains to the south and San Gabriel/San Bernardino Mountains to the north. Thus, under the Reduced Density Alternative, the significant and unavoidable impact identified under the proposed project for scenic vistas would remain.

Air Quality and Climate Change

By limiting development to the existing 1,793-acre Specific Plan boundary, the Existing Specific Plan Boundary Alternative would result in decreased air quality and climate change impacts in comparison to the proposed project. Construction-related air quality and climate change impacts would be reduced, given the smaller impact footprint, reduced building activities, and associated reduction in equipment emissions and construction worker trips. With a reduction in commercial, office, and industrial development, long-term operational impacts would also be reduced. The reduced development intensity would result in lower emissions from stationary sources, in addition to a reduction in truck and vehicle emissions.

Although a reduction in impacts would occur, the long-range buildout of over 1,793 acres of commercial, office, and industrial development is still anticipated to result in a significant and unavoidable impact in regards to air quality. Given the sizable amount of development that would still occur under this Alternative, it is anticipated that an exceedance of SCAQMD short-term construction and long-term operational thresholds would occur. The significant and unavoidable air quality impacts identified within Section 4.2, *Air Quality and Climate Change* would not be eliminated under this Alternative.

Biological Resources

Based on the analysis provided within this Program EIR, the site appears to have limited biological resource value due to its urbanized nature. Under the proposed project, it was determined that the Specific Plan Update area offered marginally-suitable habitat for several special-status wildlife species. In addition, a biological database records search found that no sensitive plant species were identified as having the potential to occur on-site.

Although it is expected that similar mitigation requirements and existing laws/ordinances would apply to the Existing Specific Plan Boundary Alternative, the decreased development that would occur under this Alternative would generally result in incrementally reduced biological impacts (sensitive species, habitats, natural communities, wetlands/drainages). By reducing the boundaries of the Specific Plan Update area, 1,318 acres that would be impacted by the proposed project would no longer be impacted by the Existing Specific Plan Boundary Alternative. As such, this Alternative is expected to result in reduced biological resources impacts in comparison to the proposed project.



Cultural Resources

Section 4.4, *Cultural Resources* of this Program EIR found that the Specific Plan Update area exhibited a low sensitivity for archaeological and cultural resources, and a moderate potential for paleontological resources. Similar to impacts related to biological resources, since the overall development footprint under this Alternative would be reduced by 1,318 acres, a corresponding decrease in the likelihood of impacts to cultural resources would also occur. Consequently, there would be an incremental decrease in the potential for uncovering buried cultural or paleontological resources during grading and or construction activities associated with future development. Therefore, potential cultural resource impacts would decrease with the Existing Specific Plan Boundary Alternative in comparison to the proposed project.

Hazards and Hazardous Materials

Analysis related to hazards and hazardous materials within this Program EIR found that impacts under the proposed project could be mitigated to less than significant levels. As stated above, the Existing Specific Plan Boundary Alternative would maintain the existing boundaries of the Specific Plan. As such, this Alternative would reduce the project footprint by 1,318 acres, with an associated reduction in commercial, office, and industrial development.

This decrease in the impact footprint and development would result in an incremental decrease in the potential for both short-term construction and long-term operational hazardous materials impacts. An overall decrease in development would reduce the potential for the disturbance of unknown hazardous materials contamination, and reduced amounts of hazardous materials would be used, stored, and transported on-site as part of industrial/commercial uses. As such, hazardous materials impacts associated with the Existing Specific Plan Boundary Alternative would be reduced in comparison to the proposed project.

Land Use and Planning

The SWIP Specific Plan Update and Annexation Project would improve the project area by comprehensively updating the existing Specific Plan. The Specific Plan Update would address issues related to: updating a Specific Plan that has been amended 14 times since its creation in 1983; tying together the multiple annexations that have occurred within the project area; and promotion of orderly and compatible growth in newly annexed areas as well as older areas within the Specific Plan area. The Specific Plan Update intends to guide future development through the provision of distinct land use districts within the site, which minimize potential land use conflicts and maximize efficiency within an important area of the City's economic base.

Under the Existing Specific Plan Boundary Alternative, the existing Specific Plan would be updated in a similar manner as the proposed project, but with a reduced impact footprint (i.e., 1,318 acres less than the proposed project). The Existing Specific Plan Boundary Alternative would still provide consistency for a Specific Plan that has been amended numerous times over a long period of time and provide for orderly development with a similar range of land use districts. Since the functionality of the Specific Plan Update under the Existing Specific Plan



Boundary Alternative would not substantially change, land use and planning impacts are considered similar to those of the proposed project.

Noise

The Existing Specific Plan Boundary Alternative would result in reduced noise impacts in comparison to the proposed project. As discussed within Section 4.7, Noise, the proposed project would result in significant impacts in relation to long-term mobile noise and cumulative mobile noise.

Under this Alternative, both construction and long-term impacts would be reduced. As stated above, the Existing Specific Plan Boundary Alternative would reduce the project footprint by 1,318 acres, with an associated reduction in commercial, office, and industrial development. Noise emitted during the process would decrease due to the decreased footprint and development envelope and associated reduction in construction equipment, truck trips, and construction employee trips. Long-term operational noise would also be reduced due to a reduction in stationary equipment within the Specific Plan Update area, in addition to a decrease in truck and vehicular noise associated with reduced development.

Although a reduction in impacts would occur, the long-range buildout of over 1,793 acres of commercial, office, and industrial development is still anticipated to result in a significant and unavoidable impact in regards to long-term mobile and cumulative mobile noise impacts. Given the sizable amount of development that would still occur under this Alternative, it is anticipated that an exceedance of identified noise thresholds due to truck and vehicle trips generated by this Alternative would occur. The significant and unavoidable impacts identified within Section 4.7, Noise would not be eliminated under this Alternative.

Public Services, Utilities and Infrastructure

The proposed SWIP Specific Plan Update and Annexation Project does not propose specific development projects. Rather, the proposed project provides for a comprehensive update of land uses, regulations, and development standards within site boundaries. The SWIP Specific Plan Update would promote orderly and compatible growth in newly annexed areas as well as older areas of the Specific Plan. However, analysis within Section 4.8, Public Services, Utilities, and Infrastructure determined that future development occurring under the Specific Plan Update and Annexation Project would result in impacts related to public services and utilities.

The Existing Specific Plan Boundary Alternative would maintain the existing boundaries of the Specific Plan. This would result in a reduction in the project footprint by 1,318 acres, with an associated reduction in commercial, office, and industrial development. Generally, this reduction in development would result in an associated decrease in impacts related to the provision of public services and utility services. The project's direct and indirect impacts related to the demand for law enforcement and fire protection services, public education, libraries, parks/recreation services, electricity, natural gas, and solid waste services, water supply and wastewater treatment, and storm water drainage facilities would be reduced. However, despite this reduction in development intensity, this Alternative would not eliminate the significant



unavoidable impact related to parks/recreation. This impact would remain since the City does not collect Park Development fees for commercial, office, and industrial development. Thus, no enforceable mechanism to implement parks/recreation improvements to accommodate the Alternative are available. The significant and unavoidable impact identified for parks/recreation within Section 4.8, *Public Services and Utilities* would not be eliminated under this Alternative.

Traffic and Circulation

The Existing Specific Plan Boundary Alternative would maintain the existing boundaries of the Specific Plan. This would result in a reduction in the project footprint by 1,318 acres, with an associated reduction in commercial, office, and industrial development.

The decreased development potential associated with the Existing Specific Plan Boundary Alternative would generally result in decreased traffic and circulation impacts in comparison to the proposed project. Trip generation associated with this Alternative would be incrementally reduced, resulting in decreased impacts to local roadway segments and intersections in the site vicinity. However, the implementation of 1,793 acres of development would require many of the same recommended roadway improvements to mitigate project impacts. Similar to the proposed project, it can be assumed that many of the improvements would not be fully funded, and could be located outside of the jurisdiction of the City of Fontana. Since implementation of these recommended improvements cannot be ensured by the City, it is anticipated that the significant and unavoidable impacts identified for traffic and circulation would remain.

Conclusion

The Existing Specific Plan Boundary Alternative would involve an update to the Specific Plan, but would not alter its existing boundaries. The project site would remain at 1,793 acres, which represents the current acreage of the SWIP Specific Plan. Under this Alternative, a similar range of land use districts and allowable development intensities would be implemented to resolve existing land use conflicts within the project area.

By reducing the boundary in comparison to the proposed project, future development activities would be limited to a smaller area, and therefore, the associated scope of impacts would be reduced. Although the overall amount of development would be reduced due to the reduced project acreage, the intensity of development within the 1,793-acre boundary would remain the same as the proposed project. This Alternative would generally accomplish the majority of the identified project objectives, though to a lesser degree (because of the reduced amount of development and associated reduction in economic benefits).

Although development would be reduced under this Alternative, it would still result in the long-range buildout of over 1,793 acres of commercial, office, and industrial development. As a result of this substantial amount of development, it is anticipated that the Existing Specific Plan Boundary Alternative would not eliminate any of the identified significant and unavoidable impacts under the proposed project (aesthetics, air quality, noise, public services and utilities, and traffic).

7.5 ALTERNATIVES CONSIDERED AND REJECTED

In determining an appropriate range of alternatives to be evaluated in this Program EIR, a number of possible alternatives were initially considered and rejected for various reasons. Alternatives were rejected because either they could not accomplish most of the basic objectives of the project, would not have resulted in a reduction of potentially significant impacts, or were considered infeasible. The reasons for not selecting each of the rejected alternatives are described below.

Alternative Land Use Alternative

The Alternative Land Use Alternative represents an option that would implement a land use (or range of uses) that would result in a reduction or elimination of significant impacts identified under the proposed project. Alternative land uses that may result in a reduction of impacts could include uses such as lower-intensity residential units and/or open space/recreational facilities. While implementation of the Alternative Land Use Alternative may reduce or eliminate one or more of the proposed project's identified significant impacts, this Alternative would not accomplish a number of the project's primary objectives, including: increasing and maintaining the daytime employment population; embracing industrial uses that foster economic development; and retaining and expanding existing businesses and opportunities. Since this Alternative would not address a range of project objectives, it is not considered a feasible alternative.

Alternative Site Alternative

When appropriate and feasible, alternative project sites are evaluated in EIRs. In the case of the proposed project, an alternative site is not an appropriate alternative for examination in the Program EIR because it would be inconsistent with the objectives of the proposed project. The basic purpose of the SWIP Specific Plan Update and Annexation Project is to comprehensively update the existing Specific Plan and incorporate additional areas that maximize efficiency within the area. Consideration of the establishment of a Specific Plan in a different location would not address the objectives of the project, and therefore is not considered a feasible alternative.

No Project/No Build Alternative

This alternative represents what would occur if the project does not proceed and existing conditions do not change. Section 15126.6(e)(2) defines the "existing conditions" as those that exist on the date that the Notice of Preparation was published. Specifically, the project site would remain developed with existing uses and existing infrastructure would remain as it is currently. Because there would be no construction or operation of new development within the Specific Plan Update area, all impacts of the proposed project would be eliminated with this alternative. However, the beneficial impacts associated with the implementation of the Specific Plan Update – economic development, infrastructure improvements, resolution of land use conflicts, and orderly, planned buildout of the project area - would not be realized. In addition,



Alternatives to the Proposed Action

since the existing project area has been designated for development under existing *General Plan* and *Specific Plan* designations, implementation of this alternative would require imposition of a moratorium on development within site boundaries. There being no legal grounds for a permanent moratorium on development within the Specific Plan Update area, this alternative was rejected as infeasible.



Alternatives to the Proposed Action

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8.0 Effects Found Not To Be Significant



Effects Found Not To Be Significant

Section 8.0

8.1 PROJECT INTRODUCTION

The following discussion is based on the Expanded Notice of Preparation (NOP) dated September 15, 2009, as contained in Appendix A of this EIR (circulated for public review between September 22, 2009 and October 29, 2009). The City of Fontana (City) prepared an Expanded NOP to determine the potentially significant effects of the proposed project and to assist in scoping the Program EIR issues. In the course of this evaluation, certain impacts of the project were found to be less than significant, due to the inability of a project of this scope to create such impacts or the absence of characteristics producing effects of this type. The following section provides a brief description of effects found not to be significant, or less than significant, based on the analysis conducted through the EIR preparation process. A number of issues indicated as “No Impact” or “Less than Significant Impact” in the Expanded NOP are nonetheless addressed in the Program EIR as a matter of clarification or convenience for the reader.

The following is a discussion of potential Project impacts, with an explanation of each item provided.

AGRICULTURE AND FORESTRY RESOURCES

Would the project:

- 1a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. According to the Exhibit 5.1-2 within the City’s *General Plan EIR*, there is no prime farmland, unique farmland, or farmland of statewide important within project site boundaries. The only area where these types of farmland occur are located within the northwestern portion of the City. Thus, no impacts would occur in this regard.

- 1b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Lands within the Added Area are currently designated as Single Family Residential (R-SF), Residential Planned Community (R-PC), Public Facilities (P-PF), Community Commercial (C-C), General Commercial (C-G), Regional Mixed Use (RMU), Light Industrial (I-L), and General Industrial (I-G). There are currently no Williamson Act contracts for any parcels within the Added Area. Therefore, no impacts in this regard are expected.

- 1c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12229[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 exists within an urbanized area, occupied primarily by industrial uses. No areas zoned for forest land, timberland, or Timberland Production exist within the site vicinity. No impacts would occur in this regard.

1d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site exists within an urbanized area, occupied primarily by industrial uses. No forest land exists within the site vicinity. No impacts would occur in this regard.

1e) 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. There are no active agricultural areas or forest land areas within project site boundaries; also refer to Responses 1a through 1d, above. No impacts would occur in this regard.

BIOLOGICAL RESOURCES

Would the project:

2a) 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 proposed project site is surrounded by urban development (paved roads, industrial, commercial and residential development, and the I-10 freeway). Due to the urbanized nature of the site, no migratory corridors exist or would be affected by the proposed project. Impacts in this regard are considered less than significant.

GEOLOGY AND SOILS

Would the project:

3a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) 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. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. According to the *City of Fontana General Plan EIR (General Plan EIR)*, although several earthquake faults exist within and in proximity to the City, none exist beneath the project. The nearest fault to the project site is the Cucamonga Fault, which traverses through the northern portion of the City, approximately seven miles north of the project site. Since no known earthquake faults are known to exist beneath the site, impacts related to fault rupture would be less than significant.

2) *Strong seismic ground shaking?*

Less Than Significant Impact. The City is located within a seismically active region of southern California. Regional faults, including the Cucamonga, San Jacinto, San Andreas, and Whittier-Elsinore Faults, are potential sources of ground shaking within the City. Although no active faults are known to traverse the project site, the project site would experience ground shaking from earthquakes generated along active faults located off-site. The intensity of ground shaking would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site. Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the *California Building Code (CBC)* would reduce the significance of potential impacts to less than significant. The *CBC* includes detailed design requirements related to structural design, soils and foundations, and grading to ensure that public safety risks due to seismic shaking are minimized to below significance.

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

Less Than Significant Impact. The City is located within a seismically active area of southern California. The City's *General Plan EIR* states that the vast majority of the City has a low susceptibility to liquefaction. However, the *General Plan EIR* found that within the southern portions of the City, a moderate to high potential for liquefaction occurs due to young, unconsolidated, fine-particle sediments. Although this potential exists, future development associated with the project would be subject to site-specific geotechnical investigations and would comply with existing *CBC* standards to minimize any potential ground failure or liquefaction hazards. The *CBC* includes detailed design requirements related to structural design, soils and foundations, and grading to ensure that public safety risks due to liquefaction are minimized to below significance. Therefore, project implementation is not anticipated to result in the exposure of people or structures to potential impacts related to seismic ground failure or liquefaction. Impacts are considered less than significant.



4) *Landslides?*

No Impact. The project site and surrounding area are characterized by relatively flat topography. There are no land features in the vicinity capable of producing landslides. Project implementation would not expose people or structures to landslides; therefore, no impact would occur in this regard.

3b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. Construction associated with future development would produce loose soils, which would be subject to erosion during on-site grading and excavation. Grading and trenching for construction may expose soils to short-term wind and water erosion. The project would be required to comply with all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities (e.g., implementation of Best Management Practices [BMPs] through preparation of a Stormwater Pollution Prevention Plan [SWPPP]), reducing potential impacts to less than significant levels.

3c) *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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to Response 3a, above.

3d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less Than Significant Impact. The City's *General Plan* concludes finer-grained soils that are moderately to highly expansive may be present in the southern portions of the City. This includes the Specific Plan Update area, where finer-grained sequences within underlying alluvial fans may be present. Such soil units may be uncovered during grading activities.

Although the potential for expansive soils exists, future development associated with the project would be subject to site-specific geotechnical investigations and would comply with existing *CBC* standards to minimize any potential for hazards due to expansive soils. Therefore, impacts in this regard are considered less than significant.

3e) *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 would be served by sewer facilities. Therefore, it would not be necessary to install septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 4a) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

Less Than Significant Impact. The Los Angeles/Ontario Airport is located approximately three miles west of the project site. According to the *City of Ontario General Plan (Ontario Plan)* Figure LU-6, Airport Environs, the southwestern portion of the proposed project site is located within the "Airport Influence Area" of the Los Angeles/Ontario Airport. However, the project site is not located within a Runway Protection Zone, No Build Zone, or Approach Zone. Development associated with the proposed project would consist of industrial, commercial, and office development and would not result in a safety hazard for people working or residing in the project area. Therefore, a less than significant impact would result in this regard.

- 4b) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated in this regard.

- 4c) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The proposed project site is located within an urbanized area, and is surrounded by development on all sides. The project site is not located adjacent to wildlands that may increase the risk of wildland fires. Therefore, no impacts would occur in this regard, and no mitigation measures are required.

HYDROLOGY AND WATER QUALITY

Would the project:

- 5a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. Impacts related to water quality would range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to

sedimentation would decrease markedly, but those associated with urban runoff would increase.

As stated above under Response 3b, the project would be subject to NPDES requirements during both construction and operations. The NPDES program would require that future development projects implement BMPs that adequately minimize potential off-site water quality impacts. Construction-related BMPs would be identified based on site-specific conditions during preparation of a SWPPP for each future development project. Long-term operational BMPs would be identified through issuance of an NPDES permit through the Santa Ana Regional Water Quality Control Board, and would include water quality features to ensure that runoff is treated prior to discharge into the storm drain or regional conveyance facilities. As such, upon adherence to existing State water quality requirements impacts would be less than significant in this regard.

- 5b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact. The majority of the project site is developed and urbanized. Implementation of the project would not cause a significant increase in impervious surfaces and therefore would not substantially impact groundwater supplies or interfere with groundwater recharge. No groundwater extraction would occur as part of the project. Impacts would be less than significant.

- 5c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. As stated above, the Specific Plan Update area is located within an urbanized area. Drainage within the project area is directed to a network of existing stormwater drainage facilities operated by the City and County of San Bernardino. The proposed project would require the implementation of drainage improvements, and is a component of the development plan within the Specific Plan Update. This would ensure that drainage infrastructure is adequate to serve future development and minimize impacts related to erosion or siltation. Impacts would be less than significant in this regard.

- 5d) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. Refer to Response 6c.



- 5e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. Refer to Responses 6a and 6c, above.

- 5f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. Refer to Responses 6a and 6c, above.

- 5g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. Portions of the project site (primarily within the northeastern portion of the site along Fontana Avenue and the southwestern portion of the site near the Etiwanda San Sevaine Channel) are located within the 100-year base flood plain (Zones A and AO).¹ Although the proposed Specific Plan Update includes a “Residential Trucking District”, this district is intended to allow for the continued operation of home-based heavy equipment businesses located on-site. The proposed project would not include the development of new housing within a 100-year flood hazard area, and no impacts would occur.

- 5h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Less Than Significant Impact. As stated above in Response 6g, portions of the project site are located within the 100-year base flood plain. While future development may occur within these areas, these areas are already developed with urbanized uses. The implementation of structures would not occur within an existing floodway or otherwise impede or redirect flood flows. Thus, impacts would be less than significant in this regard.

- 5i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less Than Significant Impact. Refer to Response 6h, above. The *General Plan EIR* does not identify a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. In addition, the *General Plan* states that there is no major dam located upstream from the Fontana area. Therefore, the Specific Plan Update area is not considered to be susceptible to potential inundation caused by the failure of a dam. Several smaller flood control improvements, such as

¹ Federal Emergency Management Agency, Map Service Center, <http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1> <https://hazards.fema.gov/wps/portal/mapviewer>, accessed October 6, 2011.



canals, culverts, levees, and retention basins within the City may crack or suffer structural damage during an earthquake, especially in areas prone to ground failure. However, such effects are not considered to pose a significant risk resulting from inundation. Thus, impacts in this regard would be less than significant.

5j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The project site is not in the immediate vicinity of a water body. In addition, the site is generally void of land features capable of producing mudflow. Therefore, inundation by seiche, tsunami, or mudflow is not anticipated to occur. No impacts would occur in this regard.

MINERAL RESOURCES

Would the project:

6a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the City's *General Plan*, no known deposits of precious gemstones, ores, or unique, or rare minerals have been identified within the site vicinity. Thus, no impact would occur in this regard.

6b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Response 7a, above.

NOISE

7a) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated in this regard.

POPULATION AND HOUSING

8a) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. The proposed Specific Plan Update would include a total of four "Residential Trucking" land use districts. The intent of these residential districts is to allow for the continued operation of home-based heavy equipment businesses located on-site. Additional single-family residential uses occur sporadically in other



areas of the project site. The proposed project would not result in any direct impacts to existing residential units on-site. Should future development proposals result in the potential for displacement of residential uses, each development application would be reviewed on a case-by-case basis for impacts. In addition, any potential impacts to existing on-site housing is anticipated to occur over a long period of time, and the construction of replacement housing would not be required. As such, impacts in this regard would be less than significant.

- 8b) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. Refer to Response 8a, above.

TRANSPORTATION AND TRAFFIC

Would the project:

- 9a) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The Los Angeles/Ontario Airport is located approximately three miles west of the project site. According to the *City of Ontario General Plan (Ontario Plan)* Figure LU-6, Airport Environs, the southwestern portion of the proposed project site is located within the "Airport Influence Area" of the Los Angeles/Ontario Airport. However, the project site is not located within a Runway Protection Zone, No Build Zone, or Approach Zone. Development associated with the proposed project would consist of industrial, commercial, and office development and would not result in any change in air traffic levels or result in substantial safety risks. No impacts would occur in this regard.

- 9b) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No Impact. As summarized throughout Section 4.0, *Environmental Analysis*, the proposed project would be consistent with the goals and policies of the *General Plan*. The Specific Plan Update would include an extensive range of circulation improvements, including pedestrian and bicycle circulation facilities, consistent with the *Circulation Element* of the *General Plan*. Thus, no impacts would occur in this regard.



Effects Found Not To Be Significant

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9.0 Organizations and Persons Consulted



Organizations and Persons Consulted

Section 9.0

9.1 ORGANIZATIONS

The following organizations and persons were consulted during the preparation of this Draft Program EIR:

Lead Agency/Applicant:

City of Fontana

Department of Community Development

Planning Division

8353 Sierra Avenue

Fontana, CA 92335

Don Williams, Community Development Director

Shannon Casey, Senior Planner
Shawnika Johnson, Assistant Planner

Cecilia Henderson, Administrative Project Coordinator

Environmental Consultant and Subconsultants:

RBF Consulting

14725 Alton Parkway

Irvine, CA 92618

Kevin Thomas, Project Manager

Glenn Lajoie, Quality Assurance/Quality Control

Alan Ashimine, Assistant Project Manager

Aaron Pfannenstiel, Assistant Project Manager

Eddie Torres, Air Quality/Noise Manager

Achilles Malisos, Air Quality/Noise Specialist

Richard Beck, Hazardous Materials Specialist

Paul Martin, Traffic and Circulation Specialist

Linda Bo, Graphic Artist

Gary Gick, EIR Editor

David Barquist, Specific Plan Project Manager

CRM TECH (Cultural Resources Subconsultant)

1016 E. Cooley Drive, Suite A/B

Colton, CA 92324

Bai "Tom" Tang, Principal Cultural Resources Investigator

Tom Dodson and Associates (Biological Resources Subconsultant)

2150 N. Arrowhead Avenue

San Bernardino, CA 92405

Shay Lawrey, Biological Resources Project Manager



9.2 PUBLIC AGENCIES AND GENERAL PUBLIC

Refer to Appendix A, *NOP and Comments*, for a listing of individuals and organizations that were contacted as part of the NOP scoping process, and for which comments were received.



10.0 Bibliography



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Section 10.0

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