CASE NO. 2022-07

DRAFT

Initial Study/Mitigated Negative Declaration

5006 and 5010 Mission Boulevard Warehouse

February 2022

Prepared for:

City of Montclair
5111 Benito Street
Montclair, California, 91763

CONTACT:
Silvia Gutiérrez, Associate Planner

Prepared by:

DUDEK

3615 MAIN STREET, SUITE 103
RIVERSIDE, CA 92501
T 949.373.8331

PUBLIC REVIEW DRAFT

Initial Study/Mitigated Negative Declaration

5006 and 5010 Mission Boulevard Warehouse

Case No. 2022-7

FEBRUARY 2022

Prepared for:

CITY OF MONTCLAIR
5111 Benito Street
Montclair, California 91763
Contact: Silvia Gutiérrez, Associate Planner

Prepared by:

DUDEK

3615 Main Street, Suite 103
Riverside, California 92501
Contact: Patrick Cruz, Project Manager

Table of Contents

SECTION **PAGE**

APPENDICES

FIGURES

TABLES

INTENTIONALLY LEFT BLANK

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Montclair
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibel
DPM	diesel particulate matter
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
hz	hertz
IEUA	Inland Empire Utilities Agency
IEUA	Inland Empire Utilities Agency
IS	Initial Study
kg	kilogram

Acronym/Abbreviation	Definition
kWh	kilowatt-hours
L_{dn}	day–night average noise level
L_{eq}	energy-equivalent noise level over a given period
LST	localized significance threshold
L_{xx}	statistical sound level
mg/yr	million gallons per year
mgd	million gallons per day
MND	Mitigated Negative Declaration
MS4 Permit	Municipal Separate Storm Sewer System Permit
msl	mean sea level
MT	metric ton
MVWD	Monte Vista Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PA	Production Attraction
PCE	passenger car equivalency
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million by volume
PPV	Peak particle velocity
project applicant	New Crossings Development LLC
project/proposed project	5006 and 5010 Mission Boulevard Warehouse project
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SO_x	sulfur oxides
SP	service population
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	Traffic Analysis Zone

Acronym/Abbreviation	Definition
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP	Water Quality Management Plan

INTENTIONALLY LEFT BLANK

1 Introduction

1.1 Project Overview

The City of Montclair (City) has received an application from New Crossings Development LLC (project applicant) for the development of the 5006 and 5010 Mission Boulevard Warehouse project (project) (Case No. 2022-7). The project includes the construction and operation of an approximately 115,350 square-foot, one-story industrial/warehouse facility on an approximately 5.13-acre (gross) property. The project site is composed of three parcels (Assessor's Parcel Number [APN] 1101-311-15, 1101-311-17, and 1101-311-19). In addition to the industrial/warehouse building, the project would include passenger vehicle parking spaces, trailer parking spaces, tractor-trailer loading docks, and other associated site improvements such as landscaping, sidewalks, and internal driveways.

Implementation of the project would require the following approvals from the City:

- **General Plan Amendment** to modify the project site's General Plan land use designation from General Commercial and Business Park to Business Park;
- **Parcel Map** to consolidate the three existing parcels on the project site into one parcel;
- **Precise Plan of Design** which provides precise details about the project's final site plan, including details relating to all structures, setbacks, driveways, utilities, landscaping, architecture, and the general nature of the proposed use; and
- **Other ministerial permits** including an encroachment permit, grading permit, general construction permit, and street/land closure permit;

1.2 California Environmental Quality Act Compliance

The City is the lead California Environmental Quality Act (CEQA) agency responsible for the review and approval of the proposed project. Based on the findings of the Initial Study (IS), the City has made the determination that a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

1.3 Availability of the Notice of Preparation and Initial Study

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The Draft IS/MND and related documents are available for review on City's website (https://www.cityofmontclair.org/city-government/community-development/planning-division) and at the following locations:

City of Montclair
Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763

Montclair Branch Library
9955 Fremont Avenue,
Montclair, California 91763

Comments on the IS/MND may be made in writing before the end of the public review period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Written comments on the IS/MND should be sent to the following address by March 16, 2022.

City of Montclair
Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) pursuant to CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination made in the checklist for the project.

For this IS/MND, the following four possible responses to each individual environmental issue area are included in the checklist:

1. Potentially Significant Impact
2. Less-than-Significant Impact with Mitigation Incorporated
3. Less-than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

2 Project Description

This section describes the objectives of the proposed project and provides a detailed description of the project characteristics. The project would involve the construction of a single warehouse building and associated improvements such as loading docks, truck and vehicle parking, and landscape areas. The proposed warehouse would be approximately 115,350 square feet on an approximately 5.13-acre site (gross area) and would be located on three parcels at 5006 and 5010 Mission Boulevard.

2.1 Project Location

The project site is located in the southern portion of the City of Montclair, California (City) on the western edge of San Bernardino County (Figure 1, Project Location). The approximate center of the site is located at latitude 34.056511 north and longitude 117.695997 west. The project site lies near the northeast corner of Mission Boulevard and Monte Vista Avenue and has street addresses of 5006 and 5010 Mission Boulevard. In addition, the project site is located in Sections 22, 23, 26, and 27 of Township 1 South, Range 8 West, as depicted on the U.S. Geological Survey (USGS) Ontario, California 7.5-minute topographic quadrangle map (USGS 2018).

Regional access to the project is provided via Interstate (I) 10 located approximately 1.7 miles north of the project site. Local access to the project is provided via Mission Boulevard, Monte Vista Avenue, and Central Avenue.

2.2 Environmental Setting

City of Montclair

The City is located in western San Bernardino County, approximately 35 miles east of downtown Los Angeles and 30 miles west of the San Bernardino Civic Center. The western boundary of the City is contiguous with the Los Angeles County line. Montclair's "sphere of influence" extends beyond the City's incorporated boundaries and into adjacent unincorporated San Bernardino County. Before its incorporation, the area was a greenbelt of citrus groves located between the growing communities of Pomona and Ontario. When development began, the area was under the jurisdiction of San Bernardino County. The City officially incorporated with its enabling power as a general law city in 1956. Today, the City's decisions on development are guided by the City's General Plan, which covers an approximately 4,000-acre planning area (City of Montclair 1999).

The City is composed of a mix of different land use types and densities. The largest of these is single-family residential, which totals approximately 1,800 acres. The other residential use types occurring throughout the City include two-family residential, multifamily residential, and mobile home parks, which are primarily located north of Kingsley Street. Montclair Place (formerly Montclair Plaza), Montclair Entertainment Plaza, auto dealerships, and surrounding commercial land uses are highly visible from I 10, which helped create an image of the City as a regional commercial hub. Industrial and related land uses are primarily situated between Brooks Street and the north side of Mission Boulevard, within the vicinity of the project site (City of Montclair 1999).

Existing Project Site

As shown on Figure 2, Aerial Overview, the approximately 5.13-acre rectangular-shaped project site is located near the northeastern corner of Mission Boulevard and Monte Vista Avenue. Of the three parcels that comprise the project site, two parcels are undeveloped and zoned for General Commercial uses and the remaining parcel is

developed with an unoccupied building that was previously used as an auto-sales office (Figure 3, General Plan Land Use) (City of Montclair 2018a). The undeveloped parcels are largely comprised of disturbed soils and minimal vegetation. Figure 2, Aerial Overview, depicts the existing conditions on the project site.

The project site is relatively flat. The minimum site elevation, located on the western side of the site, is approximately 920± feet above mean sea level (msl), while the maximum site elevation, located at the eastern side, is 929± feet above msl.

The City's General Plan Land Use Map designates the project site as Business Park and General Commercial (City of Montclair 2018a). In addition, as shown on Figure 4, Zoning, the project site is zoned as Manufacturing Industrial (MIP) (City of Montclair 2018b).

Surrounding Land Uses

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. Specific land uses in the immediate project area are depicted in Table 1, Surrounding Land Uses.

Table 1. Surrounding Land Uses

Direction	Existing Use	General Plan	Zoning Designation
North	City Yard	Public/Quasi Public	M1 Limited Manufacturing
East	Industrial uses	Business Park	MIP Manufacturing Industrial
South	Multi-family and single-family residences and commercial uses	General Commercial	R3, Multi-Family Residential and C3 General Commercial
West	Industrial uses	General Commercial	MIP Manufacturing Industrial

Note: See Figure 3, General Plan Land Use and Figure 4, Zoning.

2.3 Project Characteristics

The project would include the construction of a single-story industrial/warehouse building of approximately 115,350 square feet (Figure 5, Site Plan). The warehouse building would have a maximum height of 45 feet when measured from building floor. In addition, the project would involve associated improvements including loading docks, truck and vehicle parking, and landscape areas. Conceptual elevations are provided in Figure 6 and conceptual renderings are provided in Figure 7.

Warehouse Size

The proposed warehouse would have a total building footprint of 111,550 square feet and would be divided into two spaces that could accommodate two tenants. Each side of the warehouse would include ground floor office space and upper-level mezzanine space. After accounting for upper-level mezzanine space, the total building area would be 115,350 square feet. Table 2 provides a summary of the warehouse's building statistics.

Table 2. Building Statistics Summary

Site Area		
	Acres	Square Feet
Gross Site Area	5.13	223,270
Street Dedication	0	0
Net Site Area	5.13	223,270
Building Area		
Warehouse		107,800
Ground Floor Office - West		1,250
Ground Floor Office - East		2,500
Total Building Footprint		115,550
Mezzanine Office - West		1,250
Mezzanine Office - East		2,500
Total Building Area		**115,300**
Coverage/Floor Area Ratio		
Coverage		50.00%
Floor Area Ratio		51.6
Parking		
	Required	Provided
Office (1 space/250 SF required)	30	30
Warehouse (1 space/1,000 SF required)	107.8	108
Total Parking	138	138
Clean Air/Vanpool	11	11
Electric Vehicles	7	7
Bicycle Parking - Long-Term (5% of Tenant Parking)	4	4
Bicycle Parking - Short-term (5% of Visitor Parking)	4	4
Dock Doors	-	12
Grade Doors	-	2
Landscape		
	Required	Provided
Landscape (SF)	22,237	25,270
Landscape (%)	10.0%	11.30%

Note: SF = square feet.

Operational Characteristics

The project would support a variety of activities associated with the industrial/warehouse building, including the ingress and egress of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, office space would support general internal office activities related to the industrial/warehouse uses.

The proposed warehouse would not be refrigerated, and cold storage would not be permitted.

For purposes of evaluation in this analysis, it is assumed that the warehouse building would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with the Montclair Municipal Section 11.66.030, which states that parking lot lighting shall be shielded, or recessed, and directed downward and away from adjoining properties. Additionally, the Project's lighting plan is subject to approval by City staff during the plan check process.

In general, the Project's buildings have been designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading areas, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment.

On- and Off-Site Improvements

The project would also include improvements along the project's street frontage, including landscaping, fencing, and street and sidewalk improvements. A variety of trees, shrubs, and groundcovers would be planted within the project frontage's landscape setback area, within the landscape areas found around the warehouse building, and throughout the project site (Figure 8, Landscape Plan).

Site Access and Parking

Access to the project site would be provided via two driveways on Mission Boulevard. The driveways would serve passenger vehicles and trucks. The project site would include 145 parking spaces for passenger vehicles. Parking spaces would be located on the northern, eastern, and western sides of the project site. Truck unloading/loading areas would be located on the north side of the building and gated with electronic gates. Gates would be equipped with Knox boxes to provide for emergency access consistent with Montclair Fire Department standards.

Utility Improvements

Domestic Water

Domestic water would be provided to the project site by the Monte Vista Water District. An existing 10-inch public water line is located within Mission Boulevard, south of the project site. The project would connect to the waterline within Mission Boulevard.

Sanitary Sewer

Sanitary sewer service would be provided by the City, which contracts with the Inland Empire Utilities Agency (IEUA) for sewage treatment. An existing 8-inch sewer line is located within Mission Boulevard south of the project site. The project would connect to the sewer line within Mission Boulevard.

Natural Gas, Electrical Service, and Telecommunications

Gas service is currently provided by Southern California Gas. An existing gas transmission pipeline exists on South Benson Avenue and a smaller line is located within Mission Boulevard.

Electric service is currently provided by Southern California Edison and several above-ground and underground electrical lines are located throughout the project and adjacent streets.

Telecommunication services associated with the project would be provided by Frontier and Cable Media. As part of the project, lateral connections would be made to the existing gas, electric, and telecommunication lines located within Mission Boulevard.

Storm Drainage

Under the existing conditions, the project site is half developed, and stormwater drains to an existing 36-inch public storm drain within Mission Boulevard through two existing catch basins. The existing catch basins are located on the southern side of the site on Mission Boulevard. The catch basins are depicted on Figure 5, Site Plan. The project would not require any upgrades to the existing drainage systems.

2.4 Project Construction and Phasing

The project applicant intends to commence construction in June 2022. It is anticipated that construction would take approximately 13 months, ending in June 2023. Table 3 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to Section 3.3 Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs).

Table 3. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Demolition	3 weeks	June 2022	June 2022
Site Preparation	4 weeks	June 2022	July 2022
Grading	5 months	July 2022	December 2022
Building Construction	6 months	December 2022	June 2023
Paving	3 weeks	June 2023	June 2023
Architectural Coating	3 weeks	June 2023	July 2023

Note: See Appendix A.

2.5 Project Approvals

The actions and/or approvals that the City needs to consider for the proposed project include, but are not limited to, the following. This list is preliminary, and may not be comprehensive:

City of Montclair Approvals

- General Plan Amendment
- Parcel Map
- Precise Plan of Design
- Other ministerial permits

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a demolition permit, grading permit, building permits, and occupancy permits.

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. Project Title:

5006 and 5010 Mission Boulevard Warehouse Project

2. Lead Agency Name and Address:

City of Montclair
5111 Benito Street
Montclair, California 91763

3. Contact Person and Phone Number:

Silvia Gutiérrez, Associate Planner
909.625.9435
sgutierrez@cityofmontclair.org

4. Project Location:

The project site is located in the southern portion of the City, which is located on the western edge of San Bernardino County as shown in Figure 1, Project Location. The approximate center of the site is located at latitude 34.056511 north and longitude 117.695997 west. The project site is located near the northwest corner of Mission Boulevard and Monte Vista Avenue and has street addresses of 5006 and 5010 Mission Boulevard. In addition, the project site is located in Sections 22, 23, 26, and 27 of Township 1 South, Range 8 West, as depicted on the USGS Ontario, California 7.5-minute topographic quadrangle map (USGS 2018).

5. Project Sponsor's Name and Address:

New Crossings Development, LLC
Contact: Anthony La
909.267.8062
anthony.la@newxusa.com

6. General Plan Designation:

Business Park and General Commercial

7. Zoning:

Manufacturing Industrial (MIP)

8. Description of Project:

The project would include the construction of a single-story industrial/warehouse building of approximately 115,350 square feet on an approximately 5.13-acre site (gross area) (Figure 5, Site Plan). The warehouse building would have a maximum height of 45 feet when measured from building floor. In addition, the project would include associated improvements including loading docks, truck and vehicle parking, and landscape areas.

9. Surrounding Land Uses and Setting:

The project site is located within a developed part of the City and is surrounded by a mix of urbanized land uses. The project site is surrounded by the City Yard to the north, multi-family residences and commercial uses to the south, and industrial uses to the east and west.

10. Other Public Agencies Whose Approval Is Required:

None.

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

Yes. See Section 3.18, Tribal Cultural Resources.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages. As discussed throughout this IS/MND, after implementation of mitigation, the project would not result in any significant and unavoidable impacts on any environmental factors.

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

Determination

On the basis of this initial evaluation:

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

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

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

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

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

Silvia Gutiérrez, Associate Planner

February 24, 2022
Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

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

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

No Impact. The project site is located in an urbanized area and is not located in proximity to land that is zoned for open space. The project site is adjacent to land that is zoned for manufacturing to the north, east, and west and land zoned for residential and commercial to the south. In addition, land zoned for quasi-public uses are located north of the project site. While the project would introduce new structures to the currently undeveloped portion of the site, the site is not a component of any formally designated scenic vista nor is it located in proximity to any hills, mountains, or other landscapes typically associated with scenic vistas. Additionally, the City's General Plan does not identify any designated scenic vistas in the City (City of Montclair 1999). Therefore, no impact would occur.

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

No Impact. The project site is not located in an open space area and does not contain trees, rock outcrops, or historic buildings. The project site is not within a viewshed of an officially designated state scenic highway. Additionally, no state scenic highways are located in the City (Caltrans 2021). Therefore, no impact would occur.

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

Less-than-Significant Impact. California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of January 2021, the population of Montclair was 39,598 persons (DOF 2021). The City shares a border with the cities of Ontario and Upland, California, which, as of January 2021, have populations of 182,004 and 78,513 persons, respectively (DOF 2021). Therefore, the project site is considered an urbanized area.

The City's Municipal Code includes design standards related to building height, setbacks, landscaping requirements, and other development considerations that are relevant to scenic quality. Specifically, Title 11, Zoning and Development, of the City's Municipal Code includes design standards for each zoning district, including the MIP Manufacturing Industrial Zone, which is the proposed zoning designations for the project site. The MIP Manufacturing Industrial Zone and have specified regulations that are outlined in Section 11.30 of the City's Municipal Code (City of Montclair 2021a). The design standards exist, in part, to regulate the uses of buildings and structures, and to encourage the most appropriate use of land. As a part of the City's development and design review process, project plans are reviewed by City staff, as well as the City's Design Review Committee, to ensure compliance with applicable provisions of the City's Municipal Code, including those provisions relating to scenic quality. Because the project would undergo review by City Staff and the City's Development Review Committee and no project components that are inconsistent with provisions of the Municipal Code that relate to scenic quality are being requested, the project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts associated with scenic quality would be less than significant.

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

Less-than-Significant Impact. Under existing conditions, the project site is divided between undeveloped land and an abandoned warehouse structure which supports functioning exterior lighting structures. Additionally, streetlights are located along Mission Boulevard in front of the project site. As such, the project site is located in an area with existing sources of light. However, the project would introduce a new warehouse building that would increase the amount of light and glare generated at the project as compared to existing conditions. New sources of lighting associated with the project would include interior lighting emanating through windows or exterior security/illumination lighting. In addition to lighting, new sources of glare could include particularly reflective building materials and finishes. The increase in light and glare sources on the project site would create the potential for light trespass onto adjacent properties and skyglow. However, consistent with Section 11.66.030 of the City's Municipal Code, lighting used in the parking areas must be arranged so that the light is directed onto the parking areas and away from adjacent properties. The Building Security Requirements also state that exterior lighting must not shine away from the subject property (City of Montclair 2021b).

With respect to glare potentially generated by the project, the majority of the exterior building surfaces would consist of painted concrete (i.e., tilt-up concrete walls) and would not include any physical properties

that would produce substantial amounts of glare. To provide architectural interest and break up the overall massing of project buildings, the project would feature the use of large glass windows throughout project buildings' facades; however, the project would use glass that is clear or tinted with medium to high performance anti-glare glazing and would not use glass with mirrored finishes. As such, the project would not result in a substantial amount of glare in the project area and impacts would be less than significant.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. According to the California Department of Conservation (CDOC) Important Farmland Map, the project site and surrounding area is not mapped by the Farmland Mapping and Monitoring Program (FMMP) (CDOC 2021). This is largely due to the built-up and highly urbanized character of the City and surrounding communities. As such, there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the project site. Therefore, no important farmland would be converted for non-agricultural use. No impact would occur.

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

No Impact. As previously discussed in Section 3.2a, the project site is not located within important farmland. The CDOC Important Farmland Map for San Bernardino County indicates that the project site is designated as Urban and Built-Up Land (CDOC 2021). Under existing conditions, the project site is half undeveloped and does not support agricultural uses. Additionally, the project site is zoned as Manufacturing Industrial (MIP) and has a General Plan land use designation General Commercial and Business Park. Furthermore, the project site is not subject to any Williamson Act contracts (CDOC 2021). Therefore, no impacts would occur.

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

No Impact. The current land use designation of the project site is General Commercial and Business Park. As discussed in Section 1.1, Project Overview, the project would require a General Plan amendment to change the project site's existing land use designation from General Commercial and Business Park to Business Park. The change in land use designation would not result in rezoning of forest land. Therefore, the project would have no impact on existing zoning of forest land.

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

No Impact. There are no areas identified or designated in the City's General Plan or zoning map as forest or timber land on or near the project site (City of Montclair 1999). Thus, the project would have no impact on the loss or conversion of forest land.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to responses in Section 3.2 (a)-(d). No impacts would occur.

3.3 Air Quality

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

Appendix G of the State CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the project would have a significant impact on air quality.

The South Coast Air Quality Management District (SCAQMD) has established Air Quality Significance Thresholds, as revised in April 2019, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality (SCAQMD 2019). The quantitative air quality analysis provided herein applies the SCAQMD thresholds identified in Table 4 to determine the potential for the project to result in a significant impact under CEQA.

Table 4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3

Table 4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds	
TACs and Odor Thresholds	
TACs[b]	Maximum incremental cancer risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and acute hazard index ≥ 1.0 (project increment)
Odor	The project creates an odor nuisance pursuant to SCAQMD Rule 402
Ambient Air Quality Standards for Criteria Pollutants[c]	
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)
PM_{10} 24-hour average PM_{10} annual average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation) 1.0 μg/m³
$PM_{2.5}$ 24-hour average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation)

Source: SCAQMD 2019.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; ppm = parts per million by volume; μg/m³ = micrograms per cubic meter.
greenhouse gas emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the greenhouse gas emissions analysis and not the air quality analysis.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.
[c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality threshold are based on SCAQMD Rule 403.

The evaluation of whether the project would conflict with or obstruct implementation of the applicable air quality plan (CEQA Guidelines Appendix G Threshold III-1) is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses 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 the timely attainment of air quality standards of the interim emissions reductions specified in the Air Quality Management Plan (AQMP), which is addressed in detail under Section 3.3(b). The second criterion assesses whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase, as discussed further in Section 3.3(a).

To evaluate the potential for the project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (CEQA Guidelines Appendix G Threshold III-2), this analysis applies the SCAQMD's construction and operation criteria pollutants mass daily thresholds, as shown in Table 4. A project would potentially result in a cumulatively considerable net increase in ozone (O_3), which is a nonattainment pollutant, if the project's construction emissions

would exceed the SCAQMD volatile organic compound (VOC) or oxides of nitrogen (NO_x) thresholds shown in Table 4. These emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an O_3 significance threshold (i.e., the potential for adverse O_3 impacts to occur). This approach is used because O_3 is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (VOC and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines Appendix G Threshold III-3) includes a localized significance threshold (LST) analysis, as recommended by the SCAQMD, to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of the project from construction and operation. For project sites of 5 acres or less, the SCAQMD LST methodology (SCAQMD 2008) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for nitrogen dioxide [NO_2], carbon monoxide [CO], particulate matter with a diameter less than or equal to 10 microns [PM_{10}], and particulate matter with a diameter less than or equal to 2.5 microns [$PM_{2.5}$]) without performing project-specific dispersion modeling.

The LST significance thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM_{10} represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction or operational emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

a. Source-Receptor Area (SRA) in which the project is located
b. Size of the project site
c. Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project would be within SRA 33 (Southwest San Bernardino Valley). LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances (25-, 50-, 100-, 200-, and 500-meters). In accordance with the SCAQMD *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD 2009)*, the project would disturb a maximum of 1.5 acres during the site preparation phase. As there are no LSTs for 1.5 acre sites, the LSTs for 1- and 2-acres were interpolated for the 1.5-acre LST.

Sensitive receptors near the project site include residences located 156 feet (47 meters) south of the project site. These receptors are the closest receptors and thus capture a conservative scenario, as it is assumed that other receptors at further distances would be less exposed to potential impacts. As such, the closest LST available, 25 meters (82 feet), was applied. LST values for the project in SRA 33 and for 25 meters are presented in Table 5.

Table 5. Localized Significance Thresholds for Source-Receptor Area 33 (Southwest San Bernardino Valley)

Pollutant	Thresholds (Pounds per Day)
	1.5-Acre Project Site, 25 Meters
Construction	
NO_2	144.0
CO	1,048.5

Table 5. Localized Significance Thresholds for Source-Receptor Area 33 (Southwest San Bernardino Valley)

Pollutant	Thresholds (Pounds per Day)
	1.5-Acre Project Site, 25 Meters
PM_{10}	5.5
$PM_{2.5}$	4.5
Operation	
NO_2	144.0
CO	1,048.5
PM_{10}	2.0
$PM_{2.5}$	1.5

Source: SCAQMD 2008.
Notes: SRA = Source-Receptor Area; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; LST = localized significance threshold.
LSTs are shown for 1.5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.

The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines Appendix G Threshold III-3) also includes a construction Health Risk Assessment (HRA) (Appendix A). A qualitative CO hotspot analysis is also included under Section 3.3(c), based on comparison to the SCAQMD 2003 AQMP CO hotspot analysis.

The potential for the project to result in other emissions, specifically an odor impact (State CEQA Guidelines Appendix G Threshold III-4), is based on the project's land-use types and anticipated construction activity, and the potential for the project to create an odor nuisance pursuant to SCAQMD Rule 402.

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

Less-than-Significant Impact. As previously discussed, the project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD has established criteria for determining consistency with the AQMP, currently the 2016 AQMP, in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

Section 3.3(b) evaluates the project's potential impacts in regard to CEQA Guidelines Appendix G Threshold III-2 (the project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation impact analysis). As discussed in Section 3.3(b), the project would not exceed the SCAQMD significance thresholds during construction or operation. Therefore, the project would not

result in an increase in the frequency or severity of existing air quality violations. Therefore, the project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Consistency Criterion No. 2

While striving to achieve the National Ambient Air Quality Standards (NAAQS) for O_3 and $PM_{2.5}$ and the California Ambient Air Quality Standards (CAAQS) for O_3, PM_{10}, and $PM_{2.5}$ through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2017a).[1] The SCAG 2016 RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

Because the future tenants are not known yet, the number of jobs that the project would generate cannot be precisely determined, but can be estimated. For purposes of this analyses, employment estimates were calculated using average employment density factors reported by SCAG. SCAG reports that for every 1,195 square feet of warehouse space in San Bernardino County, the median number of jobs supported is one employee (SCAG 2001). The project would include approximately 115,350 square feet of industrial/warehouse space. As such, the estimated number of employees required for operation would be approximately 97 persons.

According to SCAG's 2020 Connect SoCal, the City is expected to have an employment population of 56,700 in 2016 and 75,100 in 2045, for an annual growth rate of 634 employees (SCAG 2020). The project would employ 97 persons in 2023. As such, the project's designed employment would only account for approximately 15% of the annual growth projection for 2023.

As the project would contribute to local employment growth and associated vehicle miles traveled (VMT) that are anticipated for the project site in the existing General Plan, the project is accounted for in the State Implementation Plan and the Regional Air Quality Strategy, and the project would be consistent with local air quality plans. Therefore, the impact would be less than significant.

Summary

As described previously, the project would not result in an increase in the frequency and severity of existing air quality violations and would not conflict with Consistency Criterion No. 1. The project would be consistent with

[1] Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including CARB, Caltrans, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into their Travel Demand Model for estimating/projecting vehicle miles traveled (VMT) and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017a).

the General Plan and growth projections of the SCAG 2020 RTP/SCS. Thus, the project would not conflict with Consistency Criterion No. 2. Therefore, impacts related to the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant with mitigation incorporated.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction

Less-than-Significant Impact. Emissions from the construction phase of the project were estimated using California Emissions Estimator Model (CalEEMod) Version 2020.4.0. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on information provided by the project applicant and CalEEMod default values when project specifics were not known.

For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in June 2022[2] and would last approximately 13 months, ending in June 2023. See Table 3 for construction phasing. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Demolition: 3 weeks
- Site preparation: 3 weeks
- Grading: 5 months
- Building construction: 6 months
- Paving: 3 weeks
- Architectural coating: 1 month

There is an estimated 9,000 square feet of existing structures and 86,224 square feet of existing asphalt to be demolished and hauled off site based on existing aerial images of the site. Assuming a haul truck capacity of 20 cubic yards per truck, earth-moving activities would result in approximately 330 round trips (660 one-way truck trips) during the demolition phase. During the grading phase, the project would have 8,046 cubic yards of cut and 7,084 cubic yards of fill, resulting in export of 962 cubic yards of soil. CalEEMod default trip length values were used for the distances for all construction-related trips. Construction worker, vendor, and haul truck trips are based on CalEEMod default assumptions where project specific information was not available.

The construction equipment mix and vehicle trips used for estimating the project-generated construction emissions are shown in Table 6.

[2] The analysis assumes a construction start date of June 2022, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 6. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	16	4	660	Concrete/ Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Site Preparation	18	4	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/ Backhoes	4	8
Grading	16	4	120	Excavators	1	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/ Backhoes	3	8
Building Construction	96	38	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/ Backhoes	3	7
				Welders	1	8
Paving	16	4	0	Pavers	2	8
				Paving Equipment	2	8
				Rollers	2	8
Architectural Coating	20	4	0	Air Compressors	1	6

Notes: See Appendix A for details.

The project would implement dust control strategies as a project design feature. To reflect implementation of proposed dust control strategies, the following was assumed in CalEEMod:

- Water exposed area twice times per day (55% reduction in PM_{10} and $PM_{2.5}$).
- Reduce speed on unpaved roads to 15 miles per hour.

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., off-road construction equipment, on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2022 and 2023). Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the project applicant and are intended to represent a reasonable scenario based on the best information available. Default values provided in CalEEMod were used where detailed project information was not available.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The project would implement various dust control strategies and would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Proposed construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites and unpaved roads two times per day depending on weather conditions. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Table 7 presents the estimated maximum daily construction emissions generated during construction of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A, Air Quality, Greenhouse Gas Emission, and Energy Emissions Modeling Inputs and Outputs.

Table 7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2022	3.24	33.33	22.91	0.07	7.25	4.33
2023	70.02	16.06	20.15	0.04	2.03	1.03
Maximum Daily Emissions	**70.02**	**33.33**	**22.91**	**0.07**	**7.25**	**4.33**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SCAQMD Rule 1113 (Architectural Coatings) and implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day.

Maximum daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Impacts would be less than significant. While mass daily emissions would not exceed SCAQMD thresholds during construction, the project would require mitigation (MM-AQ-1) for an exceedance of the site-specific LST for PM_{10} as discussed in impact 3.3 c). Table 8 presents the estimated

maximum daily construction emissions generated during construction of the project with implementation of MM-AQ-1, which would also reduce mass daily emissions. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 8. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Mitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2022	1.66	19.46	25.00	0.07	5.70	2.90
2023	70.02	15.21	20.83	0.04	1.73	0.74
Maximum Daily Emissions	**70.02**	**19.46**	**25.00**	**0.07**	**5.70**	**2.90**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SCAQMD Rule 1113 (Architectural Coatings) and implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day.

Maximum daily construction emissions with implementation of MM-AQ-1 would not exceed the SCAQMD significance thresholds for any criteria air pollutant. Therefore, construction impacts would be considered less than significant with mitigation.

Operation

Less-than-Significant Impact. Emissions from the operational phase of the project were estimated using CalEEMod Version 2020.4.0. Operational year 2023 was assumed consistent with completion of project construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of non-residential buildings and on the default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of surface coatings based on the VOC emission factor, building square footage, assumed fraction of surface area, and reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults for non-residential uses, it is assumed that the surface area for painting equals 2.0 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2021). The use of low VOC coating was assumed, 50 grams per liter for non-residential interior coatings and 100 grams per liter VOC for non-residential exterior.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gases (GHG) in CalEEMod, since criteria pollutant emissions occur at the power plant, which is typically off site.

CalEEMod default values for energy consumption for each land use (general office building and unrefrigerated warehouse-no rail) were applied for the project analysis because the project would not include cold storage. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end-use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning (HVAC) system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The current Title 24, Part 6, standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. CalEEMod assumes compliance with the previous 2016 Title 24 Standard.

Mobile Sources

Mobile sources for the project would primarily be motor vehicles (passenger vehicles and heavy-duty trucks)[3] traveling to and from the project site. Emissions from the mobile sources during operation of the project were estimated using the CalEEMod. Vehicle trip rates and vehicle mix were provided by the projects trip generation letter (Urban Crossroads 2021). Vehicle trip lengths were assumed to be 40 miles for truck

[3] "Heavy-duty trucks" include light-heavy-duty trucks (categories 1 and 2 in EMFAC, 2-axle), medium-heavy-duty trucks (3-axle), and heavy-heavy-duty trucks (4+-axle).

trips (in accordance with SCAQMD guidance) and the passenger car trip length was assumed to be 16.6 miles (CalEEMod default) for the project.

Based on the trip generation letter, the project would generate a total of 308 daily trips; 250 trips would be passenger vehicle (81%) and 58 trips would be heavy-duty trucks (19%). The project was conservatively estimated to operate 365 days per year.

Vehicle emissions occur during startup, operation (running), and idling, as well as from evaporative losses when the engines are resting. The emissions factors for trucks and passenger vehicles were determined using CalEEMod, which relies upon the CARB EMFAC 2017, which generates emissions factors, expressed in grams per mile, grams per trip, and grams per vehicle per day, for the fleet in a class of motor vehicles within a region for a particular study year.

Off-Road Equipment

Based on the type of project, there are additional emission sources that are either not captured in CalEEMod or specifics are not available to accurately estimate emissions using CalEEMod.

For most of these sources, because specifics on the number and mix of equipment are not yet known to accurately estimate emissions from these anticipated sources under the project, associated emissions are not included in the estimated emissions presented herein. However, in a good faith effort to include sources typically associated with warehouse/industrial land uses (i.e., warehousing), forklifts and yard trucks are included in the project's emission inventory. Methods and assumptions to estimate these sources of emissions are discussed below.

The SCAQMD published a survey of high-cube warehouse truck trip studies, which summarizes various operational results from 34 operating high-cube warehouses (SCAQMD Survey) (SCAQMD 2014). The SCAQMD Survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project for a total of 15 pieces of equipment. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are smaller than forklifts and are electric or manual. To be conservative in estimating the emissions, the project was assumed to operate with only the larger forklifts. All indoor forklifts are anticipated to be electric-powered and, while the majority of forklifts are anticipated to be used indoors, to conservatively capture the potential for outdoor forklift usage, 75% of the forklifts were assumed to be indoor and 25% were assumed to be outdoor. The indoor forklifts were modeled as 89-horsepower electric forklifts that would operate at 8 hours per day, 365 days per year. The outdoor forklifts were modeled as 100-horsepower diesel rough terrain forklifts that would operate at 8 hours per day, 365 days per year. CalEEMod was used to estimate emissions from the diesel rough terrain forklifts. The construction module within CalEEMod was utilized to apply appropriate mitigation as necessary (i.e., higher tier engines, electric, natural gas, etc.). The survey also quantified the number of yard trucks, resulting in 3.6 per one-million square feet. Based on the project's size, it is not assumed to include a yard truck based on the survey estimate.

Table 9 presents the maximum daily area, energy, off-road equipment, and mobile source emissions associated with operation (year 2023) of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 9. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	2.62	0.00	0.03	0.00	0.00	0.00
Energy	0.04	0.34	0.29	0.00	0.03	0.03
Mobile	0.61	6.80	12.59	0.06	4.84	1.35
Off-road	0.42	5.60	9.15	0.01	0.18	0.17
Total	**3.69**	**12.74**	**22.06**	**0.07**	**5.05**	**1.55**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; PDF = project design feature.
See Appendix A for complete results.
Totals may not sum due to rounding.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output and operational year 2023, which accounts for compliance with SCAQMD Rule 1113 (Architectural Coatings).

The project is also subject to SCAQMD Rule 2305 (WAIRE) which may further reduce emissions below what is shown in Table 9. However, as the rule has various pathways for compliance, including payment of an in-lieu fee that would not have a direct effect on emissions, this analysis conservatively does not quantify the reduction in emissions that would be realized through compliance with the rule.

As shown in Table 9, the combined daily area, energy, off-road, and mobile source emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Therefore, the project would result in a less-than-significant impact during operation.

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

Localized Significance Thresholds Analysis

Less-than-Significant Impact with Mitigation Incorporated. Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Sensitive receptors near the project site include residences adjacent to the project site on the northern and eastern boundaries.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the project. As indicated in the discussion of the thresholds of significance, the SCAQMD also recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (2009). According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). Hauling of soils and construction materials associated with project construction are not expected to cause

substantial air quality impacts to sensitive receptors along off-site roadways. Localized emissions from the trucks would be relatively brief in nature and would cease once the trucks pass through the main streets.

Construction activities associated with the project would result in temporary sources of on-site and off-site fugitive dust and construction equipment emissions. Operational emissions include use of off-road equipment and mobile sources on site. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 33 are presented in Table 10 and compared to the maximum daily on-site construction and operational emissions generated during the project.

Table 10. Localized Significance Thresholds Analysis for project - Unmitigated

Maximum On-Site Emissions	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Construction Emissions	33.08	20.59	7.02	4.26
SCAQMD LST	*144.0*	*1,048.5*	*5.5*	*4.5*
LST Exceeded?	**No**	**No**	**Yes**	**No**
Operational Emissions	5.94	9.47	0.21	0.19
SCAQMD LST	*144.0*	*1,048.5*	*2.0*	*1.5*
LST Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2008.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
See Appendix A for complete results.
LSTs are shown for a 5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.
These estimates implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day.

As shown in Table 10, construction activities would generate emissions in excess of site-specific LSTs for PM_{10} during construction; therefore, localized impacts during construction of the project would be potentially significant and mitigation is required. Operational activities would not generate emissions in excess of site-specific LSTs.

MM-AQ-1 Construction Equipment Emissions Reductions. The following measures shall be incorporated into the project to reduce construction criteria air pollutant emissions of PM_{10}:

a) The following equipment shall make use of EPA Tier 4 Interim engines during construction: concrete/industrial saws, generator sets, rubber tired dozers, and tractors/loaders/backhoes. An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment.[4] Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in the Los Angeles Region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located within the Los Angeles region. To ensure that Tier 4

[4] For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

construction equipment or better would be used during the Proposed project's construction, the applicant shall include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities.

b) Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes, and shall turn their engines off when not in use to reduce vehicle emissions.

c) Properly tune and maintain all construction equipment in accordance with manufacturer's specifications.

Table 11 presents the maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 33 including mitigation measure MM-AQ-1 during construction.

Table 11. Localized Significance Thresholds Analysis for project - Mitigated

Maximum On-Site Emissions	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Construction Emissions	14.19	22.96	5.47	2.84
SCAQMD LST	*144.0*	*1,048.5*	*5.5*	*4.5*
LST Exceeded?	No	No	No	No

Source: SCAQMD 2008.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
See Appendix A for complete results.
LSTs are shown for a 5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.
These estimates implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day.

As shown in Table 11, with implementation of mitigation measure MM-AQ-1, the project would not exceed the applicable LSTs for PM_{10} during construction. Impacts would be less than significant with mitigation.

Health Impacts of Carbon Monoxide

Less-than-Significant Impact. Mobile source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase the VMT within the local airshed and the SCAB. Locally, traffic generated by the project would be added to the City's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on

industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V, Modeling and Attainment Demonstrations, in SCAQMD 2003) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 parts per million (ppm) at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2018 through 2020 at the Upland monitoring station which was 1.7 ppm in 2018, the 1-hour CO would be 6.3 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2018 through 2020 at the Upland monitoring station, which was 1.2 ppm in 2018, the 8-hour CO would be 5.0 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project would not increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day,[5] a CO hotspot is not anticipated to occur and associated impacts would be less than significant.

Health Impacts of Toxic Air Contaminants

Construction Health Risk

Less-than-Significant Impact with Mitigation Incorporated. A construction HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, is presented in Appendix A, Construction and Operational Health Risk Assessments.

For risk assessment purposes, PM_{10} in diesel exhaust is considered diesel particulate matter (DPM), originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on-road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the project was adjusted to reduce diesel truck one-way trip distances to 1,000 feet to estimate emissions from trucks on site.

The air dispersion modeling methodology was based on generally accepted modeling practices of SCAQMD (SCAQMD 2017b; 2018). Air dispersion modeling was performed using the EPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View

[5] For each study intersection in each scenario evaluated in the transportation impact analysis, the daily volumes were estimated by assuming that the AM peak hour intersection volumes represent 8% of the daily traffic volumes and the total PM peak hour intersection volumes represent 10% of the daily traffic volumes. Using this method, all 28 study intersections were estimated to result in less than 100,000 vehicles per day in every scenario evaluated (ranging from 8,060 vehicles to 84,663 vehicles).

Version 10.0.1. The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principle parameters of this modeling are presented in Table 12.

Table 12. American Meteorological Society/Environmental Protection Agency Regulatory Model Principle Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Ontario air monitoring station (KONT) was used for the dispersion modeling. A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines. San Bernardino County's population of 2,035,210 was used in the analysis (SCAQMD 2018).
Terrain Characteristics	The elevation of the site is 919 feet above sea level and the surrounding area is predominantly flat.
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1/3 degree (approximately 10 meters), consistent with the SCAQMD guidance (SCAQMD 2018).
Source Release Characterizations	The modeled line of volume sources was approximately 5 acres. A plume height dimension of 6.8 meters, a plume width dimension of 8.6 meters, and a release height of 3.4 meters was assumed for off-road equipment and diesel trucks, consistent with the EPA guidance (EPA 2015).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District.
See Appendix A.

Regarding receptors, the construction scenario used a 8-kilometer by 8-kilometer Cartesian receptor grid with 400-meter spacing to establish the impact area and evaluate locations of maximum health risk impact. Fine Cartesian grids of 20-meter spacing were placed over residential receptors proximate to the project site.

The health risk calculations were performed using the Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT, dated 21081). AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the noncancerous chronic health indices. There is no reference exposure level for acute health impacts from DPM; thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially

contracting cancer as a result of exposure to toxic air contaminants (TACs) over a period of 30 years for residential receptor locations. In accordance with SCAQMD guidance, the RMP Derived Method was evaluated for residential cancer risk. For the construction HRA, the TAC exposure period was assumed to be from third trimester of pregnancy for 13 months for all receptor locations (i.e., the assumed duration of project construction). The exposure pathway for DPM is inhalation only.

The SCAQMD has also established noncarcinogenic risk parameters for use in HRAs since some TACs increase noncancerous health risk due to long-term (chronic) exposures and some TACs increase noncancerous health risk due to short-term (acute) exposures. Chronic exposure is evaluated in the construction HRA. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than 1.0 means that adverse health effects are not expected. Results of the construction HRA are presented in Table 13.

Table 13. Construction Health Risk Assessment Results – Unmitigated

Impact Parameter	Units	project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	25.8	10	**Potentially Significant**
Chronic Hazard Index – Residential	Index Value	0.03	1.0	Less than Significant

Source: SCAQMD 2015.
Note: CEQA = California Environmental Quality Act.
See Appendix A.

As shown in Table 13, project construction activities would result in a Residential Maximum Individual Cancer Risk of 24.35 in 1 million, which is greater than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.03, which is below the 1.0 significance threshold. The project construction TAC health risk impacts would be potentially significant and mitigation is required.

MM-AQ-1 shall be implemented to reduce emissions of DPM generated during construction of the project. Results of the construction HRA with the inclusion of MM-AQ-1 are presented in Table 14.

Table 14. Construction Health Risk Assessment Results – Mitigated

Impact Parameter	Units	project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	9.9	10	Less than Significant
Chronic Hazard Index – Residential	Index Value	0.01	1.0	Less than Significant

Source: SCAQMD 2015.
Note: CEQA = California Environmental Quality Act.
See Appendix A.

As shown in Table 14, mitigated project construction activities would result in a Residential Maximum Individual Cancer Risk of 9.92 in 1 million, which is less than the significance threshold of 10 in 1 million. Mitigated project construction would result in a Residential Chronic Hazard Index of 0.01, which is below the 1.0 significance threshold. The project construction TAC health risk impacts would be less than significant with mitigation.

Operational Health Risk

Less-than-Significant Impact. CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet of the source in the land use decision-making process (CARB 2005). The project is estimated to generate 54 truck trips per day and thus is not expected to be a substantial source of toxic air contaminants during operation. Additionally, the predominant wind direction, as shown at the Ontario meteorological station (SCAQMD 2018), is blowing from the southwest to northeast and thus would blow any emissions away from the receptors closest to the project. Therefore, impacts would be considered less than significant.

Health Effects of Other Criteria Air Pollutants

Less-than-Significant Impact. Project construction and operation would not exceed SCAQMD thresholds for VOC, NO_x, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$. VOCs and NOx are precursors to O_3, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NOx to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC and NO_x emissions would occur because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Because construction (with the inclusion of MM-AQ-1) and operation of the project would not exceed SCAQMD threshold for NOx or VOC, implementation of the project would minimally contribute to regional O_3 concentrations and the associated health effects.

Construction and operation of the project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Health effects that result from NO_2 and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. Project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Operation of the project would not create substantial, localized NO_x impacts.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots were discussed previously and are determined to be a less-than-significant impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant.

Construction and operation of the project would also not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the SCAB from coming into attainment for these pollutants. The project may result in substantial DPM emissions during construction,

and therefore, may result in significant health effects related to DPM exposure. However, with implementation of MM-AQ-1, emissions of DPM during construction would be reduced to below significant levels. Additionally, the project would implement dust control strategies and be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, the project is not anticipated to result in health effects associated with PM_{10} or $PM_{2.5}$.

In summary, because the project would not result in exceedances of the SCAQMD significance thresholds during construction, the potential health effects associated with criteria air pollutants would be less than significant.

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

Less-than-Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project would not include land uses that generate odors as discussed above during operation. Therefore, project operations would result in an odor impact that is less than significant.

3.4 Biological Resources

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

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

The following analysis relies on a biological resources assessment conducted by Dudek biologist Eilleen Salas in September 2021. This assessment included a review of the latest available relevant literature, published research, maps, soil data, data on biological baselines, special-status habitats, and species distributions to determine those resources that have the potential to occur within the project site and surrounding 100-foot buffer (the study area). A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any plants or wildlife (including their habitats) that could be impacted during project implementation. During the field survey, vegetation communities and land covers were catalogued and confirmed based on existing site conditions. A general inventory of plant and wildlife species was compiled and a determination was made concerning the potential for special-status species to occur within the study area. Additionally, Dudek conducted a preliminary investigation of the extent, if any, and distribution of jurisdictional waters of the U.S. regulated by the U.S. Army Corps of Engineers (ACOE), jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional streambed and associated riparian habitat.

The CDFW's California Natural Diversity Database (CNDDB) (CDFW 2021), the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2021), and the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2021a) were reviewed to identify special-status biological resources

from the region. The California Natural Diversity Database and California Native Plant Society were searched based on the USGS 7.5-minute topographic quadrangle map for Ontario, where the study area is located, as well as the surrounding eight USGS 7.5-minute quadrangle maps (San Dimas, Glendora, Mt. Baldy, Cucamonga Peak, Guasti, Prado Dam, Corona North, and Yorba Linda). Potential and/or historic drainages, if any, and aquatic features were investigated based on a review of USGS topographic maps (1:24,000 scale), aerial photographs, the National Wetland Inventory database (USFWS 2021b), and the Natural Resource Conservation Service Web Soil Survey (USDA 2021).

Under the existing conditions, most of the project site is comprised of disturbed and developed land with partially paved surfaces and buildings, and one wild oats and annual brome grassland (*Bromus* spp. Herbaceous Semi-Natural Alliance annual grassland community) along the northern portion of the project site. This annual grassland is dominated by non-native vegetation, entirely surrounded by urban development, and does not form a cohesive plant community that would provide quality suitable habitat for candidate, sensitive or special status wildlife species, or would support wildlife movement. Large ornamental trees are present within the central portion and along the southern perimeter of the project site. Historic aerial imagery of the project site indicates that the project site and surrounding area has been developed since at least 1972 (Nationwide Environmental Title Research 2021). Prior to the land being developed it was utilized as an agriculture field.

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

No Impact. As stated above, a CNDDB search was conducted for the USGS 7.5-minute Ontario quadrangle map and the eight surrounding quadrangle maps. This search revealed recorded occurrences of 73 special-status plant species and 66 special-status wildlife species. Appendix B of this IS/MND includes a table of the special status plant and wildlife species with known occurrences within the project region, as well as an assessment of their potential to occur on the project site and the results of the CNDDB, CNPS Inventory, and IPaC queries. As shown in the tables, the project site does not have the potential to support any special status plant or wildlife species due to the lack of suitable habitat, including lack of suitable soils. The building on site is over 40 years old and is not maintained. However, the structure is intact and does not contain large holes which would allow for substantial numbers of bats to roost. Other buildings in the vicinity are maintained and would provide little to no value to roosting bats. The project site does not lie within or adjacent to any designated critical habitat (USFWS 2021a). Therefore, the project will have no impact on species identified as a candidate, sensitive, or special-status.

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

No Impact. The study area is not within or adjacent to sensitive natural communities or riparian habitat. As discussed previously, the majority of the project site is composed of disturbed and developed areas including an asphalt parking lot and an existing building. The vegetation community within the study area is wild oats and annual brome grassland (*Bromus* spp. Herbaceous Semi-Natural Alliance), a non-native annual grassland comprised of disturbed soils and partially covered with cement pavements on the southern portion. Therefore, the project would have no impact on riparian habitat or other sensitive natural community.

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

No Impact. According to the USFWS National Wetlands Inventory, there are no federally protected wetlands within the study area (USFWS 2021b). The study area is composed of disturbed and developed areas and no isolated wetlands were identified within the project site during the field survey. Therefore, there will be no impact on any state or federally protected waters or wetlands.

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

No Impact. There are no drainages or water bodies that may serve as habitat for fish species in the study area. Additionally, the project site is disturbed and developed and surrounded by developed areas, and it does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project (South Coast Wildlands 2008) or California Essential Habitat Connectivity project (Spencer et al. 2010), so the project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors.

The ornamental trees located on the southern and central portion of the project site could provide suitable nesting habitat for some urban-adapted bird species. All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act and sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. The project would be required to comply with the Migratory Bird Treaty Act and sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during project construction activities. This would generally involve clearing the project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the project site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. Therefore, there would be no impact on the movement of any native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites.

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

Less-than-Significant Impact. Chapter 9.28.010 of the City of Montclair Municipal Code protects street trees located in the public right-of-way. Additionally, per the City Tree Policy Manual, mitigation may be required for the removal of trees on private property and the extent of mitigation is at the discretion of the City. Trees within the study area are non-natives typically used in urban environments for ornamental purposes, including Mexican fan palms (*Washingtonia robusta*), carrotwood (*Cupaniopsis anacardioides*), and an ash (*Fraxinus* sp). Implementation of the project would result in the removal of the existing trees on the project site. Additionally, the project would involve off-site pedestrian and landscaping improvements to the frontage of Mission Boulevard. These off-site improvements would result in the removal of two trees within the public right of way that are either dead or in declining health. According to the project's landscape plan

(Figure 8), the project would involve the planting of approximately 32 24-inch box trees, 15 36-inch box trees, and 18 15-gallon box trees. In total, the project would result in the planting of approximately 65 trees, which would result in a significant increase in the number of trees currently on-site. It should be noted that the City may require an alternate mitigation and/or replacement size for the removal of non-City trees. Because the proposed project would replace the impacted trees that would be removed due to project implementation with new trees in accordance with the Landscaping Plan, and because the approval of the Landscaping Plan is subject to the City's review and approval, the proposed project would not conflict with the City's municipal code or other requirements related to trees on private property. Impacts would be less than significant.

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

No Impact. The project site is in a highly urbanized area with an existing building, parking lot, and minimal vegetation. There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the site or the surrounding area (CDFW 2018). Therefore, there will be no impact related to a Habitat Conservation Plan or Natural Community Conservation Plan.

3.5 Cultural Resources

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

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

Less-than-Significant Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5(a)).

According to historical aerials, the project site previously contained orchards from as early as 1938 until sometime between 1966 and 1972. In or around 1967, the eastern portion of the project site was developed with a commercial auto-sales use while the western portion remained undeveloped (NETR ONLINE 1972). The historical orchards had also been removed from the site by this time. The auto-sales use operated until the late 2010s until when the property was vacated. The existing extant structure is single-story stucco-clad building that is utilitarian in appearance and lacks a distinctive or unique architectural style. It has been subject to heavy disturbance over the years (e.g., addition and removal of internal rooms, removal of windows and backfilling with masonry blocks and concrete, and removal of doors/replacement with plywood). Thus, this structure lacks its original architectural integrity, a key component in determining whether an older structure can be eligible for listing as a historic resource. Additionally, a review of the NRHP digital archive and the list of CRHR indicated the project site is not listed as a historic property (NRHP 2021; OHP 2021) and the property is not designated by the City's General Plan as a historical site. Archival research does not indicate that the auto sales use was associated with any notable business or persons. Rather, the site was occupied by auto sales businesses that are common throughout the City and region.

Therefore, given the project site's lack of a connection to significant historical uses and the lack of integrity of existing extant structures, impacts associated with historical resources would be less than significant.

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

Less-than-Significant Impact with Mitigation Incorporated. A pedestrian survey, background research, and records searches conducted as part of an Archaeological Resources Assessment that was prepared for the project (Appendix C). The results of these efforts indicate that there is a low potential for the inadvertent discovery of subsurface archaeological or other cultural resources materials during earthwork activities. A review of the geotechnical report prepared for the project identified artificial fill soils within the project site between 1 to 3.5 feet below ground surface. The geotechnical report recommends up to 4.5 feet below ground surface for the grading across the site and it is assumed that trenching activities for utilities will extend up to 5 feet bgs. The installation of underground stormwater infrastructure may extend to below 10 to 20 feet below ground surface. In consideration of all these factors, the potential to encounter unknown intact archaeological resources is considered low, but possible during ground-disturbing activities within native soil considering the lack of opportunity to observe native soils during the pedestrian survey and that no previous cultural investigation has occurred prior to placement of fill soils. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to potential undiscovered resources could be significant.

The records searches conducted at the South Central Coastal Information Center indicated that no previously recorded prehistoric, historic, or built-environment resources are located within the project site.

The pedestrian survey results characterize the project site as entirely disturbed by decades of development activity. As concluded from archival research, the project site was used for agricultural purposes in the early twentieth century before transitioning to commercial activities. No cultural resources were identified within the project site as a result of the pedestrian survey.

Although the project site has been disturbed over time as a result of development, it is possible that unknown subsurface archaeological resources could be encountered during ground disturbing activities within native soils. Thus, mitigation is required to address impacts related to the unlikely event of

inadvertent discovery of archaeological resources during construction, as outlined in MM-CUL-1 and MM-CUL-2. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program (WEAP) training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries and requires all construction work occurring within 100 feet of a find to immediately stop until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall monitor ground disturbing activities between 1 to 3.5 ft below current grade and shall survey the proposed Project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. A qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs. With implementation of MM-CUL-1 and MM-CUL-2, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

MM-CUL-1 All construction personnel and monitors who are not trained archaeologists shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

MM-CUL-2 A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified during initial excavation in native soil. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. A qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

In the event that potential prehistoric or historical archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted.

If monitoring is conducted, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center.

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

Less-than-Significant Impact. Given the partially developed nature of the project area, earthwork activities associated with project construction are unlikely to uncover previously unknown archaeological resources. However, if human remains are uncovered during construction activity, the project applicant and its construction contractors are required by law to stop work and contact the County Coroner. California Health and Safety Code Section No. 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County Coroner has examined the remains. If the County Coroner determines or has reason to believe the remains are those of a Native American, they must contact the California Native American Heritage Commission within 24 hours, and the Native American Heritage Commission will notify the Most Likely Descendant. The Most Likely Descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans. As such, if Native American remains were uncovered during project construction, compliance with existing regulations would ensure that the appropriate authorities are notified and that discovered remains are treated with the appropriate respect and dignity. Therefore, impacts associated with human remains would be less than significant.

3.6 Energy

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

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

Less-than-Significant Impact. The project would consume electricity, natural gas, and petroleum during both construction and operation. As construction is limited to a 13-month period, the majority of the project's energy resource consumption would occur during operation of the project. However, consumption

of these energy resources would be negligible when compared with state and countywide consumption. Additionally, regulations aimed at reducing petroleum consumption in vehicles means that consumption of petroleum by vehicles associated with project operation will likely decrease over the life of the project.

Short-Term Construction

CalEEMod Version 2020.4.0 was used to estimate potential project-generated GHG emissions during construction, which were then used to estimate energy consumption. Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 3.3, Air Quality, and Appendix A of this Draft IS/MND are also applicable for the estimation of construction-related GHG emissions. The estimated GHGs were back-calculated based on carbon content (i.e., kilograms of CO_2 per gallon) in order to estimate fuel usage during project construction. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2021). Energy use calculations for construction are provided in Appendix A.

Electricity

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison (SCE). The electricity used for such activities would be temporary and would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with demolition and construction activities would rely on diesel fuel, as would haul trucks involved in removing the materials from demolition and excavation. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in the years 2022–2023 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion

factor for diesel is 10.21 kilograms per metric ton CO2 per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction equipment is shown in Table 15.

Table 15. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg/CO_2/Gallon	Gallons
Demolition	6	25.49	10.21	2,496.83
Site Preparation	7	30.10	10.21	2,947.65
Grading	6	132.88	10.21	13,014.62
Building Construction	9	154.14	10.21	15,097.26
Paving	6	12.02	10.21	1,176.90
Architectural Coating	1	2.04	10.21	200.06
			Total	**34,933.31**

Sources: Pieces of equipment and equipment CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor/hauling vehicles are assumed to be diesel. Calculations for total worker, vendor, and haul truck fuel consumption are provided in Tables 16, 17, and 18.

Table 16. Construction Worker Gasoline Demand

Phase	Trips	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Demolition	240	1.06	8.78	121.24
Site Preparation	324	1.44	8.78	163.68
Grading	1,632	7.24	8.78	824.45
Building Construction	12,768	55.06	8.78	6,270.90
Paving	192	0.82	8.78	93.87
Architectural Coating	320	1.37	8.78	156.46
			Total	**7,630.60**

Sources: Trips and vehicle CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Table 17. Construction Vendor Diesel Demand

Phase	Trips	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Demolition	60	0.56	10.21	54.84
Site Preparation	72	0.67	10.21	65.80
Grading	408	3.81	10.21	372.87
Building Construction	5,054	45.27	10.21	4,433.81
Paving	48	0.43	10.21	41.83
Architectural Coating	64	0.57	10.21	55.78
			Total	**5,024.93**

Sources: Trips and vehicle CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Table 18. Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Demolition	660	19.88	10.21	1,946.77
Site Preparation	0	0.00	10.21	0.00
Grading	120	3.61	10.21	353.96
Building Construction	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
			Total	2,300.72

Sources: Trips and vehicle CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Construction of the project is anticipated to consume 7,631 gallons of gasoline and 42,259 gallons of diesel over the 13-month construction period. By comparison, countywide total petroleum use by vehicles is expected to be 1.2 billion gallons per year by 2021 (CARB 2020). Approximately 20.9 billion gallons of petroleum would be consumed in California over the course of the project's construction phase, based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (gpd) (EIA 2017).

Summary

The electricity, natural gas and petroleum used for construction of the project would be temporary and would have a negligible contribution to the project's overall energy consumption. Construction is anticipated to consume 7,631 gallons of gasoline and 42,259 gallons of diesel. This consumption is negligible when compared to the petroleum that would be consumed in California and countywide over the course of the construction. Furthermore, equipment greater than 25 horsepower would be subject to CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation. Therefore, impacts to energy resources during construction would be less than significant.

Long-Term Operational Impacts

During project operations, activities that would consume energy would include electricity and natural gas use for building operations, electricity for water and wastewater conveyance, electricity for forklifts, petroleum for forklifts, and petroleum consumption from employees, customers, and delivery vehicle trips. Additional assumptions for these sources are described below and energy use calculations for operations are provided in Appendix A.

Electricity

The operation of the project buildout would require electricity for multiple purposes, including cooling, lighting, appliances, and various equipment. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California

Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 549,930 kilowatt-hours (kWh) per year during operation (Appendix A). The project would consume approximately 355,008 kWh per year from water and wastewater sources and 86,486 kWh per year from electric forklifts, resulting in a total use of 991,424 kWh per year. The non-residential electricity demand in 2019 was 9,932,883,836 kWh (9,933 gigawatt-hours) for San Bernardino County (CEC 2021a). As such, the project would have a negligible impact on demand for San Bernardino County and SCE.

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. According to these estimations, the project would consume approximately 1,281,077 kilo-British thermal units of natural gas per year. The non-residential natural gas consumption in 2018 was 27,223,823,200 kilo-British thermal units for San Bernardino County (CEC 2021b). As such, the project would have a negligible impact on demand for natural gas for San Bernardino County.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site and off-road equipment (forklifts).

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A and as discussed in Section 3.3 and Section 3.8, Greenhouse Gas Emissions, the annual net new VMT attributable to the project is expected to be 2,196,370 VMT. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips is estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Mobile source emissions were estimated using the CalEEMod.

Calculations for annual mobile source fuel consumption are provided in Table 19.

Table 19. Annual Mobile Source Petroleum Demand

Fuel	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Gasoline	898.11	8.78	102,290.57
Diesel	407.63	10.21	39,923.95
		Total	**142,214.53**

Sources: Trips and vehicle CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

By comparison, California as a whole consumes approximately 28.6 billion gallons of petroleum per year (EIA 2017). Countywide total petroleum use by vehicles is expected to be 1.1 billion gallons per year by 2023 (CARB 2020). As such, the project would have a negligible impact on overall statewide or countywide petroleum fuel consumption.

Statewide emission reduction measures will also reduce GHG emissions over the life of the project. CARB-adopted amendments to the Pavley regulations include measures aimed at reducing GHG emissions associated with transportation. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. Pavley regulations reduced GHG emissions from California passenger vehicles by about 22% in 2012 and by about 30% in 2016, all the while improving fuel efficiency and reducing motorists' costs. Additionally, CARB has adopted a new approach to passenger vehicles (cars and light trucks) by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2017). As such, vehicle trips associated with the project are expected to use less petroleum over time due to advances in fuel economy. Therefore, impacts to energy resources during operation would be less than significant.

Summary

Operation of the proposed project would increase demand for electricity, natural gas and petroleum. However, consumption of these energy resources would constitute a negligible contribution to Statewide and regional demand for these resources. Additionally, vehicle fuel economy is likely to improve over the life of the project due to existing regulations which would further reduce the consumption of energy resources over time.

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

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the 2019 California Building Code Title 24 (24 CCR Part 6). The project would not conflict with existing energy standards and regulations and impacts would be less than significant.

Construction

The electricity and natural gas used for construction of the project would be temporary and would have a negligible contribution to the project's overall energy consumption. Construction is anticipated to consume 7,631 gallons of gasoline and 42,259 gallons of diesel. This would be a fraction of petroleum that would be consumed in California and countywide over the course of the construction period. Therefore, construction would have a less-than-significant impact with regards to regional energy supplies.

Operation

As discussed under the previous thresholds, the project would result in an increased demand for electricity, natural gas, and petroleum. Design features would reduce the project's energy consumption by what is required by the 2019 California Building Code Title 24 standards. The efficiency standards apply to new construction of both residential and nonresidential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In addition, Pavley regulations reduced GHG emissions from California passenger vehicles by about 22% in 2012 and by about 30% in 2016, all while improving fuel efficiency. By 2025, when the Advanced Clean Cars rules are fully implemented, one in seven new cars sold in California (1.4 million) will be non-polluting or nearly so, including plug-in hybrids, fully electric battery-powered cars, and hydrogen-powered fuel cell vehicles (CARB 2012). Meanwhile, gasoline- and diesel-powered passenger vehicles would grow ever cleaner and more efficient. A variety of new technologies, from direct fuel injection to lower rolling resistance tires, will also cut pollution and create more energy-efficient vehicles (CARB 2012). As such, petroleum usage associated with operation of the project is anticipated to decrease over time due to a reduction in VMT in the region and advances in fuel economy. Therefore, impacts related to regional energy supplies and capacity during project operation would be less than significant.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

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

Less-than-Significant Impact. An active fault is defined by the California Geological Survey (CGS) as a fault showing evidence for activity within the last 11,000 years (CGS 2021a). According to the geotechnical investigation prepared for the project (Appendix D), the project site is not located in a State of California Earthquake Special Study Zone or Alquist-Priolo Zone. The closest earthquake fault to the project site is located approximately 0.6 miles from the project site and is capable of producing a Magnitude 7.0 earthquake (Appendix D). It has been determined that the potential for damage due to direct fault rupture would be unlikely (Appendix D). Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. As previously discussed, the closest fault is located approximately 0.6 miles from the project site. In addition, there are four earthquake fault zones within the general Montclair area; the San Andreas Fault system, the Cucamonga Fault, the Chino Fault, and the San Jacinto Fault (City of Montclair 1999). An earthquake along these faults would represent a hazard on the region, potentially having adverse effects on structures. The project would result in the development of a single-story industrial/warehouse facility. As discussed in the General Plan, projects designed in compliance with the Uniform Building Code (UBC) and California Building Code (CBC) would be considered safe should seismic events occur (City of Montclair 1999). Furthermore, the project would meet the requirements of the City Building Ordinance, and thus, would not impose any adverse effect on adjacent structures (Appendix D). Therefore, the project would not directly or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving strong seismic ground shaking and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs during strong ground shaking, causing loose, water-saturated sediment to fail (CGS 2021a). As indicated in the geotechnical report for the project, the project site is located outside of a zone of "Suspected Liquefaction Susceptibility" (Appendix D). The project site is underlain by older alluvium and has a groundwater level that is more than 350 feet below the ground surface. As previously discussed, the project would comply with the UBC and CBC for earthquake design. Thus, potential liquefaction within the project site is considered low (Appendix D). Impacts associated with seismic-related ground failure would be less than significant.

iv) Landslides?

Less-than-Significant Impact. According to the CGS Earthquake Zones of Required Investigation map, the project site is not located within a landslide zone (CGS 2021a). Additionally, the project site does not contain slopes susceptible to landslides and is not located within a seismic hazard zone; thus, the potential for earthquake-induced landslides is considered low. Therefore, impacts associated with landslides would be less than significant.

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

Less-than-Significant Impact. Excavation and ground disturbing activities during construction of the project could potentially leave loose soil exposed to the erosive forces of rainfall and high winds, which would increase the potential for soil erosion and loss of topsoil. As discussed in Section 3.10, Hydrology and Water Quality, construction of the project would result in more than 1 acre of land disturbance; therefore, the project would be required to obtain a Construction General Permit issued by the California State Water Resources Control Board (SWRCB) which regulates stormwater runoff during construction. The project site would be graded and paved, reducing the possibility for soil erosion or loss of topsoil compared to existing conditions. However, introducing more impervious area would result in more surface runoff, which could lead to more soul erosion and loss of topsoil in other areas. However, runoff on the project site would be directed to storm drains and catch basins located on the project site. Additionally, the project site would include landscaping areas which would be pervious, which would help to reduce runoff. Thus, through following the requirements of the Construction General permit and the stabilization of soils through construction of the project and landscape and hardscape features, the project would not result in substantial soil erosion or loss of topsoil and impacts would be less than significant.

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

Less-than-Significant Impact. As previously discussed in response to Section 3.10 a) iii) and a) iv), the project site is not located within a liquefaction zone or landslide zone. The project site is comprised of Tujunga loamy sand (100%) (USDA 2021) which has a considerably low expansive potential. As will be discussed in Section 3.10, Hydrology and Water Quality, the project would include an on-site storm water disposal system. As presented in the Infiltration Report attached in Appendix D, the soils on the project site would be suitable to support the proposed storm water disposal system. Therefore, implementation of the

project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

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

Less-than-Significant Impact. The project site is comprised of Tujunga loamy sand (100%) and the soil within the project site has a considerably low expansive potential (USDA 2021). Design and construction of the project would be in accordance with the UBC to minimize impacts geologic hazards. Therefore, impacts associated with risk to life or property associated with expansive soils would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would not include septic tanks or other alternative wastewater treatment methods. Therefore, implementation of the project would result in no impact associated with soils incapable of supporting septic systems or alternative wastewater treatment methods.

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

Less-than Significant with Mitigation Incorporated. The project site is situated within the northernmost Peninsular Ranges Geomorphic Province (Norris and Webb 1990; California Geological Survey, 2002). This province is characterized by northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja California Peninsula to the Transverse Ranges (i.e. the San Bernardino and San Gabriel Mountains in southern California). Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (Norris and Webb 1990; CGS 2002). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

More specifically, geological mapping by Dibblee and Minch (2002) at a 1:24,000 scale indicated the project site is underlain by Holocene (<11,700 years ago) alluvial deposits, consisting of gravels and sands deposited in valleys. Holocene alluvial deposits increase in age with depth. According to the geotechnical borings for the project, the project site is underlain by asphalt, base material, and fill to a maximum depth of 4.5 feet below the ground surface (NorCal Engineering 2021). The fill is underlain by native alluvial sediments consisting of brown, fine to coarse grained, sand with silt and minor gravels. These deposits transition to firm to stiff, sandy silt to sands with gravel (NorCal Engineering 2021).

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (LACM) of the project site and a one-half mile radius buffer on August 31, 2021, and the results were received on September 09, 2021. The records search results indicated that the LACM has no vertebrate fossil localities from within the project site boundaries or within the quarter-mile radius buffer; however, they do have localities farther afield but nearby from the same geological units underlying the project site at depth (LACM 2021). These localities are listed in Table 20 below.

Table 20. LACM Fossil Localities Within the Project Vicinity

LACM Locality Number	Geological Unit	Location	Taxa	Depth Below the Ground Surface (ft.)
LACM VP 7811	Unnamed Pleistocene Unit with Eolian tan-colored silt	Chino Valley, West of Orchard Park	Whip Snake (*Masticophis*)	9 to 11
LACM VP 7268 and 7271	Unnamed Pleistocene Unit	South of Los Serranos Golf Course in Chino Hills	Horse (*Equus*)	Unknown
LACM VP 7508	Unnamed Pleistocene Unit	Oakcrest Development; north of Serrano Canyon	Ground sloth (*Nothrotheriops*), elephant family (Proboscidea), and horse (*Equus*)	Unknown
LACM VP 1728	Unnamed Pleistocene Unit with Interbedded Brown Shale and Coarse Brown Sand	Chino, Near Intersection of English Road and Peyton Drive	Horse (*Equus*), camel (*Camelops*)	15 to 20
LACM VP 1207	Unnamed Pleistocene Unit	Approximately 1 Mile North-Northwest of Corona	Bovidae (Boid Snake Family)	Unknown

Source: LACM 2021
Note: VP, Vertebrate Paleontology Collections

No paleontological resources were identified within the project site as a result of the institutional records search or desktop geological review. Furthermore, the project site is located within an area that is underlain by fill materials, at least in part. As such, the project site is not anticipated to be underlain by unique geologic features. While this area locally has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material in alluvial deposits at depth. If intact paleontological resources are located onsite, ground-disturbing activities associated with construction of the project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource if present on site. As such, the project site is considered to be potentially sensitive for paleontological resources at depth and without mitigation, the potential damage to paleontological resources during construction associated with the project is considered a potentially significant impact. Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene-age older alluvial deposits, the project site is highly sensitive for supporting paleontological resources below the depth of fill and Holocene alluvium. However, upon implementation of **MM-GEO-1**, impacts would be reduced to below a level of significance. Impacts of the project are considered less than significant with mitigation incorporated during construction.

MM-GEO-1 Paleontological Construction Monitoring. If any grading activity below a depth of 10 feet below the ground surface is proposed for the project, the applicant shall retain a paleontologist to ensure the implementation of a paleontological monitoring program. The paleontologist shall meet the

requirements of a qualified paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010). The qualified paleontologist shall attend any preconstruction meetings and manage the paleontological monitor(s) if they are not doing the monitoring. A paleontological monitor shall be on site during all excavations below the depth of 10 feet below the ground surface. The qualified paleontologist shall determine the level of monitoring required based on subsurface conditions. If Pleistocene sedimentological indicators are not observed below 10 feet or sediments are too coarse grained for fossil preservation (e.g,, large cobbles and boulders), the qualified paleontologist or paleontological monitor shall spot-check excavations at five-foot intervals to determine if Pleistocene sediments are being impacted. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. If sedimentological indicators conducive to the preservation of microvertebrates (as defined by SVP [2010]) are encountered, test sediment samples shall be collected to determine the presence of microvertebrate fossils. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Following the paleontological monitoring program, a final monitoring report shall be submitted to the City for review and approval. The report shall summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the project.

3.8 Greenhouse Gas Emissions

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

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated at a project level under CEQA.

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled Discussion Draft CEQA and Climate Change Advisory, states (OPR 2018a):

> Neither the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for perming an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact.

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2018a). Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by

all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per service population per year (MT CO_2e/SP/year) for project level analyses and 6.6 MT CO_2e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO_2e/SP/year for project level analyses and 4.1 MT CO_2e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

To determine the project's potential to generate GHG emissions that would have a significant impact on the environment, the project's GHG emissions were compared to the non-industrial land project quantitative threshold of 3,000 MT CO_2e per year. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2010). In addition, the project is evaluated for its potential to conflict with various GHG emission reduction plans including local GHG reduction plans, CARB's Scoping Plan, SCAG's RTP/SCS, and statewide 2030 and 2050 GHG reduction targets identified in Senate Bill (SB) 32 and Executive Order (EO) S-3-05.

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

Short-Term Construction Emissions

Less-than-Significant Impact. CalEEMod Version 2020.4.0 was used to estimate potential project-generated GHG emissions during construction. Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of construction-related GHG emissions. As such, see Section 3.3 for a discussion of construction emissions calculation methodology and assumptions used in the GHG emissions analysis.

The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (2010) recommends that, "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. Therefore, the determination of significance is addressed in the operational emissions discussion following the estimated construction emissions.

Construction of the project is assumed to last a total of approximately 13 months. Table 21 presents construction emissions for the project from on-site and off-site emission sources.

Table 21. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2022	261.64	0.07	0.01	265.06
2023	236.82	0.03	0.01	239.88
			Total	504.94
			Amortized emissions over 30 years	16.83

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix A for complete results.

As shown in Table 21, the estimated total GHG emissions during construction would be approximately 505 MT CO_2e over the assumed construction period. Estimated project-generated construction emissions amortized over 30 years would be approximately 17 MT CO_2e per year. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Long-Term Operational Emissions

Less-than-Significant Impact. Emissions from the operational phase of the project were estimated using CalEEMod Version 2020.4.0. Operational year 2023 was assumed consistent with completion of project construction. Potential project-generated operational GHG emissions were estimated for area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, water supply and wastewater treatment, and other sources of emissions (off-road equipment). Emissions from each category are discussed in the following text with respect to the project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources.

Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 3.3 for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

Energy

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the project's land uses. The energy use (electricity or natural gas usage per square foot per year) from nonresidential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs. Annual natural gas and electricity emissions were estimated in CalEEMod using the emissions factors for SCE, which would be the energy provider for the project site.

The current version of CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021). CalEEMod default energy intensity factors (CO_2, methane, and nitrous oxide mass emissions per kilowatt-hour) for SCE is based on the value for SCE's energy mix in 2021. SB X1 2 established a target of 33% of energy from renewable energy sources for all electricity providers in California by 2020 and SB 100 calls for further development of renewable energy, with a target of 44% by 2024, 52% by 2027, and 60% by 2030. The default energy intensity factor for SCE is 393 pound CO_2e per megawatt-hour.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. In summary, emissions associated with passenger vehicles and heavy-duty trucks traveling to and from the project site were estimated for the project using CalEEMod. To estimate annual emissions, daily activity was multiple by 365 days per year. While the 365 days per year operating scenario is appropriate for industrial and retail land uses, it is conservative to apply to commercial land uses that have a reduction in activity on the weekends.

Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using CalEEMod to the extent it was captured for motor vehicles in 2023 for the project.

Solid Waste

The project would generate solid waste, and therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the project.

Water and Wastewater Treatment

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. The indoor and outdoor water use and electricity consumption from water use and wastewater generation were estimated using CalEEMod default values for the project.

Off-Road Equipment

Based on the type of project land uses that would be developed, there are additional emission sources that are either not captured in CalEEMod or specifics are not available to accurately estimate emissions using CalEEMod. Potential additional sources of GHG emissions include emergency generators, boilers, broilers (meat cooking), ovens, cogeneration facilities, chillers, cooling towers, autoclave, metals production, painting

and spray booths, off-road equipment (e.g., forklifts), truck idling, and transport refrigeration units. For most of these sources, because specifics are not available to accurately estimate emissions from these anticipated sources under the project, associated emissions are not included in the estimated emissions presented herein. However, in a good faith effort to include sources typically associated with warehouse/industrial land uses (i.e., warehousing), forklifts are included in the project's emission inventory. Methods and assumptions to estimate these sources of emissions are discussed in Section 3.3.

Operation of the project would generate GHG emissions through motor vehicle trips (including passenger vehicles and heavy-duty truck trips);[6] landscape maintenance equipment operation (area source); energy use (natural gas and electricity); solid waste disposal; water supply, treatment, and distribution and wastewater treatment; and other sources of emissions (off-road equipment). CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described in Section 3.3. The estimated operational project-generated GHG emissions are shown in Table 22.

Table 22. Estimated Annual Operational GHG Emissions - Unmitigated

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Area	0.01	0.00	0.00	0.01
Energy	165.89	0.01	0.00	166.80
Mobile	1,084.67	0.03	0.10	1,114.96
Solid waste	24.13	1.43	0.00	59.77
Water supply and wastewater	71.42	0.87	0.02	99.59
Off-road equipment	221.06	0.07	0.00	222.85
			Total	**1,663.98**
			Amortized construction emissions	*16.83*
			Total operational + amortized construction GHGs	**1,680.81**

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix A for complete results.
Totals may not sum due to rounding.

As shown in Table 22, estimated annual project-generated GHG emissions would be approximately 1,664 MT CO_2e per year as a result of project operations only. After accounting for amortized project construction emissions, total GHGs generated by the project would be approximately 1,681 MT CO_2e per year. As such, annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD threshold of 3,000 MT CO_2e per year. Impacts would be less than significant.

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

Consistency with the SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

Less-than-Significant Impact. SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California

[6] "Heavy-duty trucks" include light-heavy-duty trucks (categories 1 and 2 in EMFAC, 2-axle), medium-heavy-duty trucks (3-axle), and heavy-heavy-duty trucks (4+-axle).

region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the 2016 RTP/SCS are outlined in Table 23, along with the project's consistency with them.

Table 23. Project Consistency with the SCAG 2016 RTP/SCS

RTP/SCS Measure	Project Consistency
Preserve the Transportation System We Already Have	*Does not apply.* The project would not inhibit SCAG from preserving the existing transportation system.
Expand Our Regional Transit System to Give People More Alternatives to Driving Alone	*Does not apply.* The project would not inhibit SCAG from expanding the regional transportation system.
Expand Passenger Rail	*Does not apply.* The project would not inhibit SCAG from expanding the passenger rail system.
Improve Highway and Arterial Capacity	*Does not apply.* The project would not inhibit SCAG from improving highway and arterial capacity.
Manage Demands on the Transportation System	*Does not apply.* The project would not inhibit SCAG from managing the demands on the transportation system.
Optimize the Performance of the Transportation System	*Does not apply.* The project would not inhibit SCAG from optimizing the performance of the transportation system.
Promoting Walking, Biking and Other Forms of Active Transportation	*Does not apply.* The project would not inhibit SCAG from promoting walking, biking, and other forms of active transportation.
Strengthen the Regional Transportation Network for Goods Movement	*Consistent.* The project would provide much needed warehousing and manufacturing space outside of the nearby ports.
Leverage Technology	*Does not apply.* The project would not inhibit SCAG from leveraging technology for the transportation system.
Improve Airport Access	*Does not apply.* The project would not inhibit SCAG from improving airport access.
Focus New Growth Around Transit	*Does not apply.* The project would not inhibit SCAG from focusing new growth around transit corridors.
Improve Air Quality and GHG	*Consistent*. The project would result in criteria air pollutant and GHG emissions during construction and operation that would not exceed the SCAQMD significance thresholds.
Preserve Natural Lands	*Consistent*. The project site is currently developed and not considered natural lands.

Source: SCAG 2016a.
Note: SCAG = Southern California Association of Governments; RTP/SCS = Regional Transportation Plan and Sustainable Communities Strategy; GHG = greenhouse gas.

As shown in Table 23, the project would not conflict with the goals within SCAG's 2016 RTP/SCS. Although the project would result in criteria pollutant and GHG emissions during construction and operation, the emissions would not exceed the SCAQMD significance thresholds and therefor would not conflict with the goal to improve air quality and GHG in the region.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. The Regional Council approved the Connect SoCal in its entirety on September 3, 2020.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the Connect SoCal are outlined in Table 24, along with the project's consistency with them.

Table 24. Project Consistency with the SCAG Connect SoCal RTP/SCS

RTP/SCS Measure	Project Consistency
Encourage regional economic prosperity and global competitiveness.	*Consistent.* The project would bring up to 97 jobs to the City in addition to the revenue brought by the warehouse and manufacturing.
Improve mobility, accessibility, reliability, and travel safety for people and goods.	*Consistent.* The project would provide 114,500 square feet of warehouse space to the region connecting the ports with the arterial movement of goods.
Enhance the preservation, security, and resilience of the regional transportation system.	*Does not apply.* The project would not inhibit SCAG from enhancing the resilience of the regional transportation system.
Increase person and goods movement and travel choices within the transportation system.	*Consistent.* The project would provide 114,500 square feet of warehouse space to the region connecting the ports with the arterial movement of goods.
Reduce greenhouse gas emissions and improve air quality.	*Consistent*. While the project would result in criteria air pollutant and GHG emissions during construction and operation, the project would be required to implement mitigation measures to reduce the project's impacts on air quality to less than significant.
Support healthy and equitable communities.	*Does not apply*. The project would not inhibit SCAG from supporting healthy and equitable communities.
Adapt to a changing climate and support an integrated regional development pattern and transportation network.	*Does not apply*. The project would not inhibit SCAG from adapting to a changing climate and supporting an integrated regional development pattern and transportation network.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	*Does not apply.* The project would not inhibit SCAG from leveraging technology for the transportation system.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	*Does not apply.* The project would not inhibit SCAG from encouraging development of diverse housing types.
Promote conservation of natural and agricultural lands and restoration of habitats.	*Consistent*. The project would not impact natural lands during construction or operation.

Source: SCAG 2020.
Note: SCAG = Southern California Association of Governments; RTP/SCS = Regional Transportation Plan and Sustainable Communities Strategy; GHG = greenhouse gas.

As shown in Table 24, the project would be consistent with applicable measures within the SCAG Connect SoCal RTP/SCS.

Consistency with CARB's Scoping Plan

Less-than-Significant Impact. The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.[7] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 25 highlights measures that have been, or will be, developed under the 2008 Scoping Plan and presents the project's consistency with Scoping Plan measures. The project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project.

Table 25. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Potential to Conflict
Transportation Sector		
Advanced Clean Cars	T-1	*No conflict.* The project's employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	*Not applicable.* This is a statewide measure that cannot be implemented by a project applicant or lead agency. Nonetheless, this standard would be applicable to the fuel used by vehicles that would access the project site (i.e., motor vehicles driven by the project's employees and heavy-duty trucks would use compliant fuels).
Regional Transportation-Related GHG Targets	T-3	*Not applicable.* The project is not related to developing GHG emission reduction targets. To meet the goals of SB 375, the 2016-2040 and SoCal Connect RTP/SCS are applicable to the project. The project would not preclude the implementation of this strategy.
Advanced Clean Transit	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Last-Mile Delivery	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.

[7] The Final Statement of Reasons for the amendments to the State CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

Table 25. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Potential to Conflict
Reduction in VMT	N/A	*No conflict.* The project would not prevent CARB from implementing this measure.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	*No conflict.* These standards would be applicable to the light-duty vehicles that would access the project site. Motor vehicles driven by the project's employees would maintain proper tire pressure when their vehicles are serviced. The project's employees and customers would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project's employees would use low-friction oils when their vehicles are serviced. The project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. In addition, the project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	*Not applicable.* The project is not within a Port District and the project would not prevent CARB from implementing this measure.
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	T-6	*Consistent.* The project would support applicable efficiency measures within this scoping plan measure including increasing efficiency of goods movement.
Heavy-Duty Vehicle GHG Emission Reduction ▪ Tractor-Trailer GHG Regulation ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	*No conflict.* Heavy-duty vehicles would be required to comply with CARB GHG reduction measures. In addition, the project would not prevent CARB from implementing this measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive project	T-8	*No conflict.* The project medium- and heavy-duty vehicles (e.g., delivery trucks) could take advantage of the vehicle hybridization action, which would reduce GHG emissions through increased fuel efficiency. In addition, the project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 25. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Potential to Conflict
High-Speed Rail	T-9	*Not applicable.* The project does not include rail and would not prevent CARB from implementing this measure.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	*No conflict.* The project would comply with the current Title 24 Building Energy Efficiency Standards. In addition, the project would not prevent CARB from implementing this measure.
Energy Efficiency (Natural Gas)	CR-1	*No conflict.* The project would comply with the current Title 24 Building Energy Efficiency Standards. In addition, the project would not prevent CARB from implementing this measure.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	*No conflict.* The project would include solar water heating where feasible.
Combined Heat and Power	E-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Renewables Portfolio Standard (33% by 2020)	E-3	*No conflict*. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
Renewables Portfolio Standard (50% by 2050)	N/A	*No conflict*. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water Sector		
Water Use Efficiency	W-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water Recycling	W-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water System Energy Efficiency	W-3	*Not applicable.* This is applicable for the transmission and treatment of water, but it is not applicable for the project. The project would not prevent CARB from implementing this measure.
Reuse Urban Runoff	W-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	*Not applicable.* Applicable for wastewater treatment systems. In addition, the project would not prevent CARB from implementing this measure.
Green Buildings		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	*No conflict.* The project would be required to be constructed in compliance with state or local green

Table 25. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Potential to Conflict
		building standards in effect at the time of building construction.
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*No conflict*. The project's buildings would meet green building standards that are in effect at the time of design and construction.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*No conflict*. The project's buildings would meet green building standards that are in effect at the time of design and construction.
Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	*No conflict.* This is applicable for existing buildings only; it is not applicable for portions of the project except as future standards may become applicable to existing buildings.
Industry Sector		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Oil and Gas Extraction GHG Emission Reduction	I-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduce GHG Emissions by 20% in Oil Refinery Sector	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Refinery Flare Recovery Process Improvements	I-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Work with the Local Air Districts to Evaluate Amendments to Their Existing Leak Detection and Repair Rules for Industrial Facilities to Include Methane Leaks	I-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Recycling and Waste Management Sector		
Landfill Methane Control Measure	RW-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Mandatory Commercial Recycling	RW-3	*No conflict.* During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended.
Increase Production and Markets for Compost and Other Organics	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Anaerobic/Aerobic Digestion	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 25. Project Consistency with 2008 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Potential to Conflict
Extended Producer Responsibility	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Environmentally Preferable Purchasing	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Forests Sector		
Sustainable Forest Target	F-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	*No conflict.* The project's employees would be prohibited from performing air conditioning repairs and would be required to use professional servicing.
SF_6 Limits in Non-Utility and Non-Semiconductor Applications	H-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduction of Perfluorocarbons (PFCs) in Semiconductor Manufacturing	H-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Limit High GWP Use in Consumer Products	H-4	*No conflict.* The project's employees would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	*No conflict*. Motor vehicles driven by the project's employees and customers would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
SF_6 Leak Reduction Gas Insulated Switchgear	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
40% Reduction in Methane and Hydrofluorocarbon (HFC) Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
50% Reduction in Black Carbon Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Agriculture Sector		
Methane Capture at Large Dairies	A-1	*Not applicable.* The project would not prevent CARB from implementing this measure.

Notes: GHG = greenhouse gas; CARB = California Air Resources Board; SB = Senate Bill; RTP/SCS = Regional Transportation Plan and Sustainable Communities Strategy; VMT = vehicle miles traveled; N/A = not applicable; SF_6 = sulfur hexafluoride.

Based on the analysis in Table 25, the project would be not conflict with the applicable strategies and measures in the 2008 Scoping Plan.

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels codified by SB 32. Table 26 evaluates the project's potential to conflict with the 2017 Scoping Plan recommended actions.

Table 26. Project Consistency with 2017 Scoping Plan Climate Change Policies and Measures

Recommend Action Summary	Lead Agencies	project Potential to Conflict
Implement SB 350 by 2030 ▪ Increase Renewable Portfolio Standard ▪ Establish annual targets for statewide energy efficiency ▪ Reduce GHG emissions in the electricity sector	CPUC, CEC, CARB	*No conflict.* This action is directed towards policymakers and would not be directly applicable to the project. Nonetheless, the project would improve energy efficiency and reduce electricity-related GHG emissions when replacing older buildings and systems with newer, more efficient buildings and systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels) ▪ Increase zero emission and plug-in hybrid electric vehicles ▪ Increase GHG stringency on light-duty vehicles beyond Advanced Clean Cars ▪ Medium- and heavy-duty GHG Phase 2 ▪ Innovative Clean Transit ▪ Last Mile Delivery ▪ Further reduce VMT through SB 375 and regional Sustainable Communities Strategy	CARB, CalSTA, SGC, Caltrans CEC, OPR, Local agencies	*No conflict.* The project's employees would operate vehicles that comply with applicable CARB regulations for cleaner technology and fuels.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets)	CARB	*Not Applicable.* This action is directed towards policymakers and would not be directly applicable to the project.
Adjust performance measures used to select and design transportation facilities by 2019	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	*Not Applicable.* The action is directed towards CARB and Caltrans.
Develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts) by 2019	CalSTA, Caltrans, CTC, OPR/SGC, CARB	*Not Applicable.* This action is directed towards policymakers and would not be directly applicable to the project.
Implement California Sustainable Freight Action Plan	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GoBiz	*No conflict.* The project would provide a regional hub for goods movement connecting the ports with the arterial goods distribution system.
Adopt a Low Carbon Fuel Standard with a carbon intensity reduction of 18%	CARB	*Not Applicable.* This action is directed towards CARB and would not be directly applicable to the project.
Implement the Short-Lived Climate Pollutant Strategy by 2030	CARB, CalRecycle, CDFA, SWRCB, Local air districts	*No conflict.* The project would be required to comply with the Short-Lived Climate Pollutant Strategy to the extent it is applicable.

Table 26. Project Consistency with 2017 Scoping Plan Climate Change Policies and Measures

Recommend Action Summary	Lead Agencies	project Potential to Conflict
Develop regulations and programs to support organic waste landfill reduction goals in the Short-Lived Climate Pollutant Strategy and SB 1383 by 2019	CARB, CalRecycle, CDFA, SWRCB, Local air districts	*Not Applicable.* This action is not within the purview of this project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps	CARB	*Not Applicable.* The project is not subject to the California Cap-and-Trade Program.
Develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink by 2018	CNRA and departments within, CDFA, CalEPA, CARB	*Not Applicable.* This action is not within the purview of this project. In addition, the project would not result in land use conversion that would reduce carbon storage.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	*Not Applicable.* This action is not within the purview of this project.
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA and departments within	*Not Applicable.* This action is not within the purview of this project. In addition, the project components are located within developed urban areas and would not affect forested areas.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies and Local Agencies	*Not Applicable.* This action is not within the purview of this project.

Source: CARB 2017.
Notes: SB = Senate Bill; GHG = greenhouse gas; CPUC = California Public Utilities Commission; CEC = California Energy Commission; CARB = California Air Resources Board; VMT = vehicle miles traveled; CalSTA = California State Transportation Agency; SGC = Strategic Growth Council; Caltrans = California Department of Transportation; OPR = Governor's Office of Planning and Research; GoBiz = Governor's Office of Business and Economic Development; IBank = California Infrastructure Economic Development Bank; DOF = Department of Finance; CTC = California Transportation Commission; CalEPA = California Environmental Protection Agency; CNRA = California Natural Resources Agency; CalRecycle = California Department of Resources Recycling and Recovery; CDFA = California Department of Food and Agriculture; SWRCB = State Water Resources Control Board; CAL FIRE = California Department of Forestry and Fire Protection.

Based on the analysis in Table 26, the project would not conflict with the applicable climate change policies and measures in the 2017 Scoping Plan.

Consistency with EO S-3-05 and SB 32

Less-than-Significant Impact. This section evaluates whether the GHG emissions trajectory after project completion would impede the attainment of the 2030 and 2050 GHG reduction goals identified in EOs B-30-15 and S-3-05.

- **EO S-3-05.** This EO establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.
- **SB 32.** This bill establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030.

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, EO B-30-15, and EO S-3-05. This is confirmed in the 2017 Scoping Plan, which states (CARB 2017):

> The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

As previously discussed, total project emissions, including operation and amortized construction, would not exceed the SCAQMD significance threshold of 3,000 MT CO_2e per year. As such, the project would not generate GHG emissions that may interfere with the implementation of GHG reduction goals for 2030 and 2050. Impacts would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

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

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

Construction

Less-than-Significant Impact. The project site includes two parcels that are vacant and one that is developed with an existing abandoned structure that was once used as a car dealership. Project-related construction activities would include demolition and removal of existing structures on the project site and use of hazardous materials during construction of new buildings, structures, and other features of the proposed project. The potential for exposure of the public or the environment to hazardous materials during these construction activities is addressed below.

Exposure to Hazards in Existing Buildings

The existing extant structure was reportedly originally constructed in or around 1967 and therefore is of an age where there is a potential for hazardous building materials such as asbestos-containing materials, lead-based paint, polychlorinated biphenyls, and/or mercury. If not managed appropriately, demolition activities could disturb these materials and expose workers or the public to adverse health effects.

However, existing federal, State, and local regulations require demolition or renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with asbestos-containing materials, lead-based paint, polychlorinated biphenyls, mercury, and other hazardous materials to be inspected and/or tested for the presence of hazardous materials. Further, all hazardous materials must be managed and disposed of in accordance with existing laws and regulations.

The identification, removal, and disposal of asbestos-containing materials is regulated under Title 8 California Code of Regulations (CCR) 1529 and 5208. The identification, removal and disposal of lead-based paint is regulated under Title 8 CCR 1532.1. For both asbestos-containing materials and lead-based paint, all work must be conducted by a state-certified professional. If asbestos-containing materials and/or lead-based paint is determined to exist on site, a site-specific hazard control plan must be prepared and submitted to the appropriate agency detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel (SCAQMD for asbestos and Cal/OSHA for lead). If necessary, a state-certified lead-based paint and/or an asbestos removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill(s) licensed to accept such waste.

In the case of polychlorinated biphenyls , the identification, removal, and disposal is regulated by the EPA under the Toxic Substances Control Act (Title 40 Chapter 1 Subchapter R Part 761) and California regulations (22 CCR 66263.44). Electrical transformers and older fluorescent light ballasts not previously tested and verified to not contain polychlorinated biphenyls must be tested. If polychlorinated biphenyls are detected above action levels, the materials must be disposed of at a licensed facility permitted to accept the materials. Upon completion of abatement measures, if applicable, the contractor would provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

In the case of mercury in fluorescent light tubes and switches, the identification, removal, and disposal is regulated under Title 22 CCR 67426.1 – 67428.1 and 66261.50. Under these regulations, the light tubes must be removed without breakage and disposed of at a licensed facility permitted to accept the materials. Upon completion of abatement measures, if applicable, the contractor would provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

Therefore, existing abatement laws and regulations, combined with enforcement mechanisms by agencies including SCAQMD, Cal/OSHA require compliance with applicable federal, State, and local laws and regulations that would prevent the exposure of individuals and the environment to any hazardous building materials that may be present, and the potential impact would be less than significant.

Use of Hazardous Materials during Construction

Construction activities would likely require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations and would be transported to and from the project site. The improper handling and transport of hazardous materials could result in adverse health effects to workers or the public.

Transportation of hazardous materials is regulated by the U.S. Department of Transportation and Caltrans. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the exposure of hazardous materials. In addition, businesses that use hazardous materials, including construction companies, are required to prepare and implement Hazardous Material Business Plans describing procedures for the handling, transportation, generation, and disposal of hazardous materials. The San Bernardino County Fire Department, as the Certified Unified Program Agency, would be responsible for ensuring compliance with these regulations including, but not limited to, the Hazardous Waste Control Act, the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program, and the Aboveground Storage Tank Program.

Therefore, considering the comprehensive set of federal, state, and local laws and regulations that regulate the transportation, management, and disposal of hazardous materials and wastes, the potential for construction of the proposed project to result in a significant hazard due to exposure of the public or the environment to hazardous materials or wastes during construction would be considered less than significant.

Operation

Less-than-Significant Impact. The use of common hazardous materials associated with maintenance activities and workplace functions would occur as part of the operation of the proposed project. Hazardous chemicals common in similar settings include paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based products. Activities such as landscaping, can also become sources of releases of hazardous materials with pesticides and herbicides.

Because common hazardous materials are typically handled and transported in small quantities, and because the health effects associated with them are generally not as serious as industrial uses, operation of a majority of the new uses at the site would not cause an adverse effect on the environment with respect to the routine transport, use, or disposal of general office and household hazardous materials.

As required by the San Bernardino County Fire Department, any storage of hazardous materials and/or waste at the site would be required to submit business information and hazardous materials inventory forms contained in Hazardous Materials Management Plan and Hazardous Materials Business Plan. In addition, the proposed facility would be subject to inspection every three years. The San Bernardino County Fire Department, as the Certified Unified Program Agency, requires all new commercial and other users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste. All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which is implemented by regulations described in Title 22 CCR. With adherence to existing regulatory requirements, the impact of the routine transport, use or disposal of hazardous materials associated with operation of the project would be less than significant.

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

Construction

Less-than-Significant Impact. As noted above in a), construction activities would require the use of limited quantities of hazardous materials that are normal requirements of the construction process, including fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These materials would be transported to and from the project site for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials.

Construction activities would disturb more than one acre and, thus, would be required to implement requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. This permit requires implementation of best management practices (BMPs) that would include measures to address the safe handling of hazardous materials, and in the unlikely event of an inadvertent release, also requires spill response measures to contain any release of hazardous materials. The use of construction BMPs implemented as part of a Storm Water Pollution Prevention Plan (discussed further in Section 3.10, Hydrology and Water Quality) as required by the NPDES General Construction Permit would minimize the potential adverse effects from accidental release of hazardous materials or wastes. If a spill of hazardous materials on the construction site were to occur, the spilled materials would typically be relatively localized because of the relatively small quantities involved and would be cleaned up in a timely manner in accordance with identified BMPs.

Therefore, given the required protective measures (i.e., BMPs) and the quantities of hazardous materials typically needed for construction projects, such as the proposed project, the potential hazard or threat to the public or environment from upset and accident conditions during construction hazardous would be considered less than significant.

Operation

Less-than-Significant Impact. Any use of hazardous materials during the operation of the proposed project would be conducted pursuant to the provisions of programs administered by the San Bernardino Fire Department as the Certified Unified Program Agency. The storage of all hazardous materials on site, including any fuels, oils, solvents, cleaning products or landscaping pesticides or herbicides, would be required to adhere to facility-specific Hazardous Material Business Plans. The preparation and implementation of facility-specific Hazardous Material Business Plans would identify safe measures to store, handle, and dispose of hazardous materials such that accident and upset conditions are minimized. The Hazardous Material Business Plans would also include spill response measures to ensure that in the unlikely event that a release does occur, protocols would be implemented to contain and control any accidental release in a manner that is protective of human health and the environment. Such protocols could include employee training, the location of absorbent materials to contain a release, and notification requirements to ensure that human health and the environment is protected from any exposure. The adequacy of and compliance with the Hazardous Material Business Plans would be overseen and enforced by the San Bernardino Fire Department. Because a comprehensive set of enforced laws and regulations govern the management of hazardous materials to reduce the potential hazards to the public and environment, this impact would be less than significant.

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

No Impact. The closest school to the project site is the Howard Elementary School which is approximately 2,050 feet (0.39 miles) to the southwest of the project site. No school lies within a quarter mile of the project site and as a result there would be no impact related to emissions or handling of hazardous materials within a quarter mile of a school.

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

Less-than-Significant Impact with Mitigation Incorporated. The proposed project site is not listed on the Geotracker or Envirostor database list for sites with documented releases of hazardous materials (SWRCB 2021 and DTSC 2021). The site is also not listed as a site with waste constituents above hazardous waste levels outside the waste management unit (CalEPA, 2021). However, the existing warehouse was apparently once used as an automobile dealership which could have included maintenance activities involving hazardous materials such as fuels, oils, and lubricants. In addition, the project site is located in an industrial area with some historical land uses that have also included agriculture (orchards). Therefore, while there is no documentation of past releases of hazardous materials on the project site, the current and past land uses indicate a potential for encountering legacy contaminants. Historical agriculture land uses may have included past application of pesticides and/or herbicides that potentially exist at concentrations in the surface soil that can have adverse health effects to workers or the public if disturbed during construction. However, implementation of a Soil Management Plan can provide the necessary protocols for earthwork activities to appropriately identify any suspect contamination in a manner that is protective of human health and the environment. Therefore, implementation of Mitigation Measure HAZ-1 would reduce potential impacts to less than significant.

MM-HAZ-1 Prior to initiating any ground disturbing activities on the project site, the project applicant shall prepare a Soil Management Plan that is submitted and approved by the San Bernardino County Fire Department, Hazardous Materials Division. The Soil Management Plan shall be prepared by a qualified expert and provide all field protocols for the appropriate identification, notification, and handling/protection of suspect materials, if encountered during earthwork activities. Upon discovery of suspect soils or groundwater, the contractor shall notify the San Bernardino County Fire Department and retain a qualified professional to collect soil samples to confirm the type and extent of contamination that may be present. If contamination is confirmed to be present, any further ground disturbing activities within areas of identified or suspected contamination shall be conducted according to a site-specific health and safety plan, prepared by a California state licensed professional.

If contaminated soil or groundwater is encountered and constituents exceed human health risk levels, ground disturbing activities shall not recommence within the contaminated areas until remediation is complete and a “no further action” letter is obtained from the appropriate regulatory agency or direction is otherwise given by the overseeing agency that construction can commence. The project applicant shall submit the “no further action” letter or equivalent notification to the City prior to resumption of any ground disturbing activity on the relevant portion of the project site.

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

Less-than-Significant Impact. The project site is located within the Airport Influence Area of the Ontario Airport (ONT) and is subject to the ONT Airport Land Use Compatibility Plan (ALUCP). Policy Map 2-2: Safety Zones of the ONT ALUCP identifies the geographic locations of Safety Zones; however the proposed project is located outside the established Safety Zones and thus would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant.

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

Less-than-Significant Impact. The proposed project would construct a warehouse facility and associated improvements on a site that is partially developed. The proposed project does not include any permanent road closures or changes to the existing transportation network but could involve partial lane closures during construction activities. However, any lane closures necessary for construction would be temporary in nature and conducted in accordance with a Transportation Management Plan consistent with City requirements such that there would be no substantive interference with emergency response or evacuation. Once constructed, the proposed project would increase the number of workers at the site, but not would otherwise adversely affect emergency response or any emergency evacuation plan. The potential impact would be less than significant.

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

Less-than-Significant Impact. The project site is located within an urban area that is largely developed and surrounded by developed areas. While even urban areas can be susceptible to wildfires, the risk is generally reduced in urban areas that are not immediately adjacent to open wilderness areas. In addition, the proposed project would be required to meet current California Fire Code requirements and thus should have adequate fire protection and fire suppression improvements. Therefore, considering the project location and fire safety requirements that would be incorporated into the project design, the potential impact related to wildland fires would be considered less than significant.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

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

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

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) to avoid and minimize water quality impacts

attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the West State Street concrete open channel, San Antonio Creek, Chino Creek, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Because land disturbance for project construction activities would exceed one acre, the project applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on-site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations contained in Construction General Permit.

As such, through compliance with the Construction General Permit, the project would not adversely affect water quality. Therefore, short-term construction impacts associated with water quality would be less than significant, and this issue will not be further evaluated herein.

With respect to project operation, future uses on-site that could contribute pollutants to stormwater runoff in the long term include uncovered parking areas (through small fuel and/or fluid leaks), landscape/open space areas (if pesticides/herbicides and fertilizers are improperly applied), and general litter/debris (e.g., generated during facility loading/unloading activities). During storm events, the first few hours of moderate to heavy rainfall could wash a majority of pollutants from the paved areas where, without proper stormwater controls and BMPs, those pollutants could enter the municipal storm drain system before eventually being discharged to adjacent waterways (in this case, the West State Street concrete open channel, San Antonio Creek, Chino Creek, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). The majority of pollutants entering the storm drain system in this manner would be dust, litter, and possibly residual petroleum products (e.g., motor oil, gasoline, diesel fuel). Certain metals, along with nutrients and pesticides from landscape areas, can also be present in stormwater runoff. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year (“first flush”) would likely have the largest concentration of pollutants.

Stormwater quality within the Santa Ana Region (of which the project site is a part) is managed by the Santa Ana RWQCB, which administers the *NPDES Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region* (Municipal Separate Storm Sewer System [MS4] Permit). The MS4 Permit covers 17 cities and most of the unincorporated areas of San Bernardino County within the jurisdiction of the Santa Ana RWQCB. Under the MS4 Permit, the San Bernardino County Flood Control District is designated as the Principal Permittee. The Co-Permittees are the 17 San Bernardino County cities, including the City of Montclair, and San Bernardino County. The MS4 Permit requires Co-Permittees, including the City of Montclair, to implement a development planning program to address stormwater pollution. These programs require project applicants for certain types of projects to implement a Water Quality Management Plan (WQMP) throughout the operational life of each projects. The purpose of a WQMP is to reduce the discharge of pollutants in stormwater and to eliminate increases in pre-existing runoff rates and volumes by outlining BMPs, which must be incorporated into the design plans of new development and redevelopment (SARWQCB 2013).

Per the MS4 Permit, and as described in the *Water Quality Management Plan for the Santa Ana Region of San Bernardino County*, a project-specific WQMP is required to manage the discharge of stormwater pollutants from development projects to the "maximum extent practicable" (County of San Bernardino 2013). The maximum extent practicable is the standard for control of stormwater pollutants, as set forth by Section 402(p)(3)(iii) of the federal Clean Water Act (CWA). However, the CWA does not quantitatively define the term maximum extent practicable. As implemented, maximum extent practicable varies with conditions. In general, to achieve the maximum extent practicable standard, co-permittees must require deployment of whatever BMPs are technically feasible (that is, are likely to be effective) and are not cost prohibitive. To achieve fair and effective implementation, criteria and guidance for those controls must be detailed and specific, while also offering the right amount of flexibility or exceptions for special cases. A project-specific WQMP's compliance with the requirement to achieve the maximum extent practicable standard is documented within the project-specific WQMP (Appendix E-1) through the completion of worksheets that document the feasibility or infeasibility of the deployment of BMPs.

As a Co-Permittee subject to the MS4 permit, the City is responsible for ensuring that all new development and redevelopment projects comply with the MS4 Permit, as required by Section 9.24, Storm Drain System Regulations, of the City's Municipal code (City of Montclair 2021b).

As of the publication of this IS/MND, a Preliminary Water Quality Management Plan (PWQMP) has been prepared for the project. As required by the MS4 Permit, the PWQMP demonstrates how the project will manage and treat stormwater flows to maximum extent practicable to control pollutants, pollutant loads, and runoff volume emanating from the project site by: (1) minimizing the impervious surface area and implementing source control measures, (2) controlling runoff from impervious surfaces using structural BMPs (e.g., infiltration, bioretention, and/or rainfall harvest and re-use), and (3) ensuring all structural BMPs are monitored and maintained for the life of the project. As required by Section 9.24 of the City's Municipal Code (and as outlined within the City's NPDES Local Implementation Plan [City of Montclair 2011], City staff will review the project's WQMP during the plan check process (concurrent with the review of the project's Precise Plan of Design) to ensure the project treats and manages stormwater flows, and therefore, would not degrade water quality.

In addition, industrial facilities such as manufacturers, landfills, mining, steam-generating electricity, hazardous waste facilities, transportation with vehicle maintenance, larger sewage and wastewater plants, recycling facilities, and oil and gas facilities are required to obtain coverage under the Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ (Industrial General Permit), which implements the federally required stormwater regulations in the state for stormwater associated with industrial activities. If the future end users of the project site propose to operate a building as an industrial facility that would be required to obtain coverage under the Industrial General Permit, the end user would be required to seek coverage under the Industrial General Permit, which involves preparing a SWPPP for operational activities and the implementation of a long-term water quality sampling and monitoring program unless an exemption is granted. Mandatory compliance with the Industrial General Permit would further reduce water quality impacts during long-term operation of the project to below a level of significance.

Furthermore, if the future end-users of the project require the ability to discharge non-domestic wastewater into the City wastewater treatment system (e.g., in the case that manufacturing processes result in the need to discharge non-domestic wastewater), per Section 9.20, Sewer System, of the City's Municipal Code, the future end-user would be required to obtain an Industrial User Discharge Permit from the City (City of Montclair 2021b). The City Engineer, in reviewing applications for an Industrial User Discharge Permit, will ensure (1) that quality of the wastewater conforms to the requirements of Section 9.20, Sewer System of the City's Municipal Code; (2) all required pretreatment systems are approved by the City Engineer and it is demonstrated by the user that the systems can adequately achieve existing City point source limits or EPA categorical limitations, whichever are the more stringent, as well as having the capability to handle or to be easily modified to handle future requirements; (3) a City approved monitoring vault, manhole, or other approved monitoring station has been constructed or shall be constructed and has been included in the compliance time schedule; and (4) the City sewer system has adequate capacity for the volume of wastewater to be discharged. Therefore, given the permit requirements mandated by Section 9.20 of the City's Municipal Code (which have been adopted to mitigate potential impacts to wastewater treatment processes), any potential future industrial operations at the project site would not result in waste discharge violations.

With respect to groundwater quality, the project would be required (via compliance with the MS4 Permit) to include BMPs that would allow for stormwater to be collected and treated in bio-filtration basins. A Soil Infiltration Study has been prepared and determined that stormwater flows can infiltrate soils and recharge groundwater (Appendix E-2). During the final engineering phase, the proposed locations for the structural BMPs will be thoroughly tested for potential infiltration opportunities and will be implemented if possible. If determined to be feasible, the structural BMPs would treat stormwater flows prior to infiltration, ensuring that flows infiltrating groundwater aquifers do not result in adverse effects to groundwater quality. Moreover, flows entering these structural BMPs, if implemented as infiltration locations, would be typical of runoff collected from a commercial development and would not contain substantial quantities of pollutants that could not be appropriately treated by the proposed BMPs.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through a mixture of strategies that would be designed to remove pollutants from on-site runoff prior to discharge into the storm drain system to the maximum extent practicable, as required by MS4 and as will be demonstrated in the project-specific WQMP. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and water quality impacts would be less than significant.

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

Less-than-Significant Impact. The project site is located within the Chino Basin Water Conservation District. Water services are provided by the Monte Vista Water District, which provides water for the City (CBWCD 2020). According to the Monte Vista Water District 2020 Urban Water Management Plan, the District receives its water supply from four sources: groundwater from the Chino Groundwater Basin (Chino Basin), imported State Water Project surface water, entitlement water deliveries from the San Antonio Water Company, and recycled water from Inland Empire Utilities Agency (MVWD 2021). As such, the project area is supplied partially by groundwater supplies from the local Chino Basin. Furthermore, the District's primary source of water supply is the Chino Groundwater Basin, which has a total underground water storage capacity of approximately 6 million acre-feet and currently holds approximately 5 million acre-feet of groundwater (MVWD 2021). The Chino Basin Judgment, adopted by the California Superior Court of 1978, designated a safe yield for the basin of 140,000 acre-feet as the allowable amount of groundwater that can be pumped each year without causing undesirable results. The Chino Basin Judgment permits the Chino Basin Watermaster to levy and collect annual assessments in amounts sufficient to purchase replenishment water to replace production during the preceding year that exceeds that allocated share of safe yield/operating safe yield (MVWD 2021).

The District's total annual Chino Basin production rights vary based on the Watermaster's allocation of unused Agricultural Pool rights, purchases from other producers, and other factors. In the 2020 Fiscal Year Ending, the District's total production rights were equal to approximately 1,489.7 acre-feet, and the District under produced by 553.3 acre-feet the previous year. While the District has under produced currently from the basin, the District has in the past and may in the future be an overproducer if required to do so. The consequence for pumping above the production rights is purchasing the additional water to replenish the basin, as governed by the Chino Basin Watermaster (MVWD 2021).

Groundwater levels within these basins are both individually and collectively monitored by their respective watermasters to prevent future overdraft of the groundwater basins. Legal, regulatory, and other mechanisms are currently in place to ensure that the amount of groundwater pumped in the broader project region does not exceed safe yields/operating safe yields.

Given that the extraction of groundwater for use by the District is actively managed to prevent overdraft, ensure the long-term reliability of the groundwater basins, and avoid adverse effects to groundwater supplies, the project's use of water supplies that could be composed, at least in part, of groundwater, would not result in adverse effects to groundwater supplies. Therefore, impacts associated with groundwater supplies would be less than significant.

In addition, the project site is currently half undeveloped. Under the existing condition, the project site does not allow for significant groundwater recharge and does not share any characteristics with locations typically associated with groundwater recharge (e.g., earthen bottom creeks and streams, lakes, and spreading basins). Nonetheless, following construction, the project site would contain landscape areas that would allow water to percolate into the subsurface soils, as would the project's stormwater infiltration system. Therefore, impacts associated with groundwater recharge would be less than significant.

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

i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact. As discussed in Section 3.10(b), project construction would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities would comply with all applicable federal, state, and local regulations for erosion control. The project would be required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since project construction activities would disturb 1 or more acres, the project would adhere to the provisions of the National Pollutant Discharge Elimination System Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The Construction General Permit requires implementation of a stormwater pollution prevention plan, which would include construction features for the project (i.e., best management practices) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control best management practices may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. With implementation of these best management practices and compliance with standard regulations, the construction of the project would not result in substantial erosion or siltation.

Once developed, the project site would include a building, paved surfaces, and other on-site improvements that would stabilize and help retain on-site soils. The remaining portions of the project site containing pervious surfaces would primarily consist of landscape areas. These landscape areas would include a mix of trees, shrubs, plants, and groundcover that would help retain on-site soils while preventing wind and water erosion from occurring. Moreover, the project's new engineered stormwater drainage system would feature structural BMPS such as retention facilities to treat and manage storm water flows before conveying them into the City's public storm drain system. While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, demolition and construction activities would inevitably result in changes to the internal drainage patters of the site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements and regulations would ensure that operation of the project would not result in substantial erosion or siltation, and impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-than-Significant Impact. As discussed in the response to Section 3.10(b), the project would result in the demolition and removal of the existing asphalt and structures on the project site and the construction of new paved surfaces, a warehouse building, and landscape areas. The project would include a new engineered stormwater drainage system that would feature structural BMPs such as retention facilities to treat and manage storm water flows before conveying them into the City's public storm drain system. While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, demolition and construction activities would inevitably result in changes to the internal drainage patters of the site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. The MS4 Permit requires that projects be designed to attenuate a 2-year, 24-hour storm event, as verified using methodology outlined in the Technical Guidance Document for Water Quality Management Plans (SARWQCB 2013). As demonstrated in the project's PWQMP, the project would provide sufficient attenuation for a 2-year, 24-hour storm event. Additionally, a Preliminary Hydrology Report will be required to confirm that the project would not result in significant flooding consistent with the San Bernardino County Flood Control District Hydrology Manual. During the plan check process, City staff will review the project's Final WQMP and Hydrology Report (concurrent with the review of the project's Precise Plan of Design) to ensure the project's future stormwater system is capable of stormwater flows such that flooding on or off site would not occur. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. As previously discussed in response to Section 3.10(c-ii), the project would inevitably alter the drainage patters of the project site; however, the project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the project's WQMP will be required to demonstrate the future stormwater system can adequately treat and manage stormwater flows such that they would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, City staff will review the project's WQMP during the plan check process (concurrent with the review of the project's Precise Plan of Design) to ensure the project's complies with all requirements of the MS4 Permit.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

iv) Impede or redirect flood flows?

No Impact. The project site does not contain any streams or rivers having the potential to be altered by the project. In addition, the project site is not located within a Federal Emergency Management Agency 100-year flood hazard zone (FEMA 2021). Therefore, no impacts associated with impeding or redirecting flood flows would occur.

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

No Impact. The project would not be susceptible to flood hazards, tsunami, or seiche. Seiche is generally associated with oscillation of enclosed bodies of water typically caused by ground shaking associated with a seismic event; however, the project site is not located near an enclosed body of water. Flooding from tsunami conditions is not expected since the project site is located approximately 32 miles from the Pacific Ocean. In addition, the project site and immediate surrounding area is not located within a flood zone, thus the project would not risk release of pollutants due to inundation. Therefore, no impacts associated with seiche, tsunami, or flooding would occur.

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

Less-than-Significant Impact. The project site is located within the Chino Basin Water Conservation District. However, as discussed in Section 3.10(b), the project would comply with regional and local regulations related to water quality control plans and would not obstruct existing plans. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

3.11 Land Use and Planning

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

a) Would the project physically divide an established community?

No Impact. Under existing conditions, the project site is vacant, half undeveloped land. The project would result in the construction of an industrial/warehouse facility on three parcels zoned for industrial use under the City's General Plan. The project site is adjacent to existing residential land use to the south; however,

construction of the project would not interfere with access to these residences. The project would not include any construction of a barrier that would physically divide the existing area surrounding the project site. Therefore, implementation of the project would not result in the division of an established community and no impact would occur.

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

Less-than-Significant Impact. The project would not result in significant impacts to any land use plan, policy, or regulation for the reasons described below.

City of Montclair General Plan

The City of Montclair General Plan is intended to provide direction for future development of the City. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City's development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans. The General Plan should be viewed as a dynamic guideline to be refined as the physical environment of the City's changes. The General Plan includes the following mandated and optional elements: Land Use Element, Circulation Element, Public Safety Element, Community Design Element, Noise Element, Public Utilities and Facilities Element, Air Quality Element, Conservation Element, and Open Space Element.

The project site currently has a General Plan land use designation of Business Park and General Commercial. The project would require a General Plan Amendment to change the land use designation of the western portion of the site from General Commercial to Business Park. While warehousing is not listed as explicitly permitted use under the Business Park General Plan land use designation (nor is it listed as a non-permitted use), the project site is surrounded by existing industrial uses to the north, east, and south, and the City has previously permitted warehousing within the Business Park General Plan land use designation. Additionally, the project site is located in a largely industrial area and is separated from residences to the south by Mission Boulevard, which is a four-lane arterial roadway that is 45-feet wide and includes a landscaped median. The project itself is 175-feet away from the residences to the south. Thus, the project would be similar to surrounding uses and would not result in an incompatible use.

City of Montclair Zoning Ordinances

The Zoning Ordinance, Title 11 of the Montclair Municipal Code, includes regulations concerning where and under what conditions various land uses may occur in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential, commercial, industrial, and all other types of sites. The Zoning Ordinance is a primary tool for implementing the City's General Plan. The purpose of the Zoning Ordinances is to encourage, classify, designate, regulate and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes.

The project site is currently zoned MIP (Manufacturing Industrial Park). The MIP Zone is intended to provide appropriate physical environment for the establishment of industry and light manufacturing and services which include manufacturing, assembling, fabricating, processing, and the compounding and sale of materials which are wholly or partially manufactured or processed. The project includes the construction and operation of a one-story industrial/warehouse facility, which is consistent with the allowed uses of the MIP Zone, as specified in Section 11.30.050 of the Municipal Code.

As part of the project's development review process, the project would be subject to review by the City's Development Review Committee. The City's Development Review Committee was established by the City Council to review the preliminary development proposal and provides a list of recommendations and conditions. The list is then forwarded to the Planning Commission for consideration as a condition of project approval. All final considerations for project approvals are made by the Planning Commission, and not the Development Review Committee (Montclair Zoning Chapter 11.06).

Approval of the project, in accordance with the provisions outlined in Title 11 of the Montclair Zoning Code, would ensure compliance with applicable development standards. Additionally, through the application process, the City would thoroughly review all plans for the project to ensure compliance with the Montclair Municipal Code, and other relevant plans, policies, and regulations. Therefore, compliance with the City's development review process would ensure that the project would not conflict with the Montclair Zoning Code or General Plan.

Additionally, impacts to the environment associated with the project's proposed General Plan Amendment are evaluated throughout this Draft MND, and where significant impacts are identified, mitigation measures are imposed to reduce impacts to less than significant levels. There are no environmental impacts that would result as a specific consequence of the proposed changes to the site's General Plan land use designation, beyond what is already evaluated and disclosed by this IS/MND. Therefore, upon approval of the General Plan amendment, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The project site is located within the Airport Influence Area (AIA) of the Ontario ALUCP. The Ontario ALUCP applies to new development or future development within the AIA. The Ontario ALUCP requires that the compatibility of proposed projects within the AIA must be evaluated in accordance with the specific safety, noise, airspace protection, and overflight policies set forth in the plan. The project's consistency with the policies established for each of these categories is addressed as follows:

Table 27. Consistency with the Ontario International Airport Land Use Compatibility Plan

Criteria	Consistency
Safety Policies	The safety compatibility policies of the Ontario ALUCP are intended to minimize the risk associated with an off-airport aircraft accident or emergency landing. The project site is located outside of all Ontario ALUCP Safety Zones[1] that limit usage intensity (number of people per acre) for non-residential projects. As such, the project is consistent with the Ontario ALUCP safety policies.
Noise Policies	The noise compatibility policies of the Ontario ALUCP are intended to avoid the establishment of noise-sensitive land uses in portions of the AIA that are exposed to significant levels of aircraft noise. The project site is partially located within the Ontario ALUCP 60-65 dB CNEL Noise Impact Area[2]. According to Table 2-3 of the Ontario ALCUP, indoor storage/warehouses, as well as office uses (for the warehouse's office space) are normally compatible uses within the 60-65 dB CNEL Noise Impact Area.
Airspace Protection Policies	The airspace protection policies of the Ontario ALCUP are intended to prevent creation of land use features that can be hazards to aircraft flight. Such hazards may be physical, visual, or electronic. The project site is not located within a FAA Height Notification Surface area, Airspace Obstruction Area, or Airspace Avigation Easement Area[3]. The project site is an area where heights are allowed to be greater than 200 feet tall[3]. The tallest structure proposed as part of the project would be 41 feet tall and

Table 27. Consistency with the Ontario International Airport Land Use Compatibility Plan

Criteria	Consistency
	would therefore be compatible with Ontario ALUCP airspace protection zones. Furthermore, the project would not introduce land uses that may cause visual, electronic, or wildlife hazards to aircraft. The project would not involve any changes in land use to the extent that additional wildlife would be attracted to the area. Furthermore, the project would not be a substantial source of steam or dust that would impair pilots' vision or cause thermal plumes and would not present a substantial source of glare or electrical interference.
Overflight Policies	The project site is located within a recorded overflight notification area and real estate disclosure area[4]. An overflight notification and real estate disclosure requirement would be recorded with the land as a condition of approval of the project.

Notes: ALCUP = Airport Land Use Compatibility Plan; AIA = Airport Influence Area; FAA = Federal Aviation Administration.
1 As depicted on Map 2-2: Safety Zones of the Ontario ALUCP (City of Ontario 2011).
2 As depicted on Map 2-3: Noise Impact Zones of the Ontario ALUCP (City of Ontario 2011).
3 As depicted on Map 2-4: Airspace Protection Zones of the Ontario ALUCP (City of Ontario 2011).
4 As depicted on Map 2-5: Overflight Zones of the Ontario ALUCP (City of Ontario 2011).

As discussed in Table 27, the project would not conflict with any policies of the Ontario ALUCP.

Additionally, projects that are defined as Major Land Use Actions by the Ontario ALUCP are also subject to the Ontario ALUCP notification process. Major Land Use Actions include, but are not limited to, the expansion or creation of sphere of influence; general plan, specific plan, or zoning amendments, and major capital improvements. Agencies within the AIA of the Ontario ALUCP are required to provide a consistency analysis of a proposed project with the ALUCP. The City of Ontario, which has been designated as responsible for implementation of the Ontario ALUCP, is then responsible for forwarding information regarding these proposed Major Land Use Actions to other agencies within the AIA for comment. Commenting agencies are then provided 15 calendar days to review and comment on proposed projects. Comments shall be limited to the issues related to a project's consistency with the ALUCP. If a commenting agency raises a concern with the submitting agency's consistency analysis, the two agencies are encouraged to collaborate to seek solutions that will bring the project into voluntary compliance with the ALUCP. Given that the project involves a general plan amendment, the project is subject to the Ontario ALUCP notification process. As part of the notification process, the City has prepared an analysis of the project's consistency with the Ontario ALUCP and determined that it is consistent with the Ontario ALCUP (as discussed in Table 27).

In summary, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

3.12 Mineral Resources

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

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

Less-than-Significant Impact. The City is located on an alluvial fan which is generally composed of sand and gravel resources which are commonly used for construction and industrial purposes (City of Montclair 1999). As shown in the California Geological Survey Mineral Land Classification Map, the project site is located within a Surface Mining and Reclamation Act study area that has identified sand and gravel resources (CGS 2021b). The City's 1983 General Plan indicated that sand and gravel mining activities had ceased due to the low economic return. Furthermore, it has been determined that no regionally significant aggregate resources have been identified within the Montclair study area (City of Montclair 1999). Therefore, impacts to important mineral resource availability would be less than significant.

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

Less-than-Significant Impact. The California Department of Conservation's Division of Mining and Geology implements the Mineral Land Classification program, which divides land into four categories called Mineral Resource Zones based on the quality of geologic information available on a given geographic area and the estimated economic value of the resource (CDOC 1998). The project site is located within Mineral Resource Zone 3. Areas in Mineral Resource Zone 3 are determined to have potentially significant resources (CGS 2018). Sand and gravel resources have been identified within the project area. However, as discussed in Section 3.12 (a), mining for these resources has ceased within the City. Additionally, the project does not involve the extraction of mineral resources. Therefore, implementation of the project would not result in a loss of availability of any known mineral resource and impacts would be less than significant.

3.13 Noise

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

Noise and Vibration Characteristics

Noise

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz [hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the energy-equivalent noise level over a given period (L_{eq}), the statistical sound level (L_{xx}, where "xx" is a cumulative percentage of time within the measurement period for which the indicated level is exceeded), the day–night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Table 28 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

Table 28. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—

Table 28. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013
Note: dBA = A-weighted decibel.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. According to the City' General Plan, residences, schools, hospitals, guest lodging, churches, and some passive recreation areas would typically be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise (City of Montclair 1999). Sensitive receptors in the vicinity of the proposed project site include residential multi-family homes to the south of the project and commercial uses east of the project, located along Mission Boulevard. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction of the proposed project.

Existing Noise Conditions

Noise level measurements were conducted in the vicinity of the project site on September 22, 2021 to quantify and help characterize the existing outdoor ambient sound environment. Table 29 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a SoftdB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Grade) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 29. Measured Noise Levels

Receptors	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	South of Mission Blvd. Corner of Residence at 4988 Mission Blvd. Montclair, CA 91763	9/22/2021	11:38 a.m.–11:53 p.m.	74.3	88.9
ST2	West of project site, Entrance to Designs By Deekay Inc.	9/22/2021	12:03 p.m.–12:18 p.m.	74.1	87.8
ST3	Southwest corner of Monte Vista Ave. and Earnhardt Wy. Intersection.	9/22/2021	12:27 p.m.–12:42 p.m.	70.2	84.9

Source: Appendix A.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval; ROW = right of way.

Three short-term noise measurement locations were conducted in the vicinity of the project site, as shown in Figure 9, Noise Measurement Locations. The measured energy-averaged (L_{eq}) and maximum (L_{max}) noise levels are provided in Table 29. The field noise measurement data sheets are provided in Appendix A. The primary noise sources at the sites identified in Table 29 consisted of traffic on local and distant roadways; and, secondary noise sources included distant aircraft noise, nearby roadway construction activity, bird song, and distant conversations. As shown in Table 29, the measured sound levels ranged from approximately 70 dBA L_{eq} at ST3 to approximately 74 dBA L_{eq} at ST1.

Applicable Noise Regulations and Standards

Federal

There are no federal noise standards that would directly regulate noise during construction and operation of the project. The following is provided because guidance summarized herein is used or pertains to the analyses for construction noise and vibration, as well as for analysis of what constitutes a substantial increase.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment Manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a binding regulation, it is provided here for comparison purposes and to establish a quantitative threshold of significance for construction noise, in the absence of such limits at the state and local jurisdictional levels.

Additionally, the Transit Noise and Vibration Impact Assessment Manual provides methodology and guidance related to groundborne vibration that is used in this analysis. For analysis of human response related to project-related construction vibration, a recommended threshold of 78 VdB for human response within residential structures was used, while for the analysis of the potential for structural damage, a recommended threshold of 0.20 inches per second was used.

Federal Interagency Committee on Noise

In 1992 the Federal Interagency Committee on Noise assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. Although the Federal Interagency Committee on Noise recommendations were developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to roadway traffic, as detailed in Section 4.9.3 (Thresholds of Significance).

State

Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a general plan, which shall identify and appraise the noise problems in the community. The Noise Element shall also recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets

- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment.

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 30, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Montclair, have the responsibility to set specific noise standards based on local conditions.

Table 30. Land Use Compatibility for Community Noise Environments

	Community Noise Exposure (CNEL)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
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
Transit 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, amphitheatres	NA	50–70	65-85	NA
Sports arenas, outdoor spectator sports	NA	50–75	70–85	NA
Playgrounds, neighborhood parks	50–70	67.5–75	72.5–85	NA
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

Source: OPR 2017
Notes: CNEL = community noise equivalent level; NA = not applicable

1 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.

2 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 have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

3 Normally Unacceptable: New construction or development should be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features included in the design.

4 Clearly Unacceptable: New construction or development should generally not be undertaken.

Local

City of Montclair General Plan Noise Element

The City of Montclair General Plan prescribes noise standards for interior and exterior noise, as well as maximum residential/non-residential noise levels. Refer to Table 31 for a summary of City noise standards. Refer to Table 30 for a chart of noise compatibility standards.

Table 31. City of Montclair Interior and Exterior Noise Standards

Categories	Land Use	Noise Standards (CNEL)	
		Interior [1,2]	Exterior
Residential	Single and multi-family, duplex, mobile homes	45	65 [3]
Commercial	Hotel, motel, transient lodging	45	65 [3]
	Commercial retail, bank, restaurant	55	–
	General office, reception/clerical	50	–
	Private offices, research and development	45	–
	Amphitheater, concert hall, auditorium, theater	45	–
Institutional	Hospital, nursing home, school classroom, church, library	45	65 [3]
Industrial	Manufacturing, warehousing, etc.	65	–

Source: City of Montclair General Plan, Noise Element
Notes:
1 Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements.
2 Indoor environment excluding bathrooms, toilets, closets, and corridors.
3 Outdoor environment limited to rear yard of single-family residences, multi-family patios and balconies.

In addition, the following objectives and policies are contained within the City's General Plan Noise Element:

Objectives

N0-1.1.0. Noise mitigation measures for future development should comply with the standards included in the City of Montclair Noise Element.

N0-1.2.1. Potential noise impacts due to stationary sources should be mitigated in the planning stage.

Implementing Policies

NE-1.1.2. For all areas within the Year 2020 65 dBA CNEL roadway contours, future residential lots and dwellings shall be sound attenuated against present and projected noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 dBA CNEL in outdoor living areas and an interior standard of 45 dBA CNEL in all habitable rooms. An acoustical study shall be prepared under the supervision of a person experienced in the field of acoustical engineering.

NE-1.1.4. Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound

attenuation ·measures specified in the approved acoustical report(s) have been incorporated into the design of projects.

NE-1.1.5. Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with California Administration Code Title 25 regulations may be required by the City, to verify compliance with Sound Transmission Class (STC) and Impact Insulation Class (IIC) design standards.

NE-1.1.6. Noise mitigation measures shall be developed from a list of City approved measures. The approved noise mitigation measures include: site design, such as set-backs from the roadways, grade separations and exterior living area orientations, noise barriers, mechanical ventilation (i.e., air conditioning) and upgraded windows. Additional measures shall be approved at the discretion of the City of Montclair.

NE-1.1.9. All sources of temporary noise shall comply with the City of Montclair Noise Ordinance.

NE-1.2.2. New noise generators shall not be located in the vicinity of noise sensitive receptors unless they can be adequately mitigated. Land use should be zoned such that high noise generators such as industrial or manufacturing activities are buffered from sensitive uses by moderate uses such as commercial or office-uses.

NE-1.2.5. All construction vehicles and equipment, fixed or mobile operated, shall be equipped with properly operating and maintained mufflers.

NE-1.2.6. Stock piling and/or vehicle staging areas shall be located as far as practical from residential homes.

NE-1.2.7. The noisiest operations shall be arranged to occur together in the construction programs to avoid continuing periods of greater annoyance.

NE-1.2.8. Construction which can impact noise sensitive receptors shall be limited to the hours of 7:00 AM to 8:00 PM on any given day and provided that the building official determines that the public health and safety will not be impaired.

City of Montclair Municipal Code

Noise-generating sources (excluding those from transportation sources such as aircraft, roadway traffic and rail) in the City are regulated in Chapter 6.12 (Noise Control) of the City's Municipal Code (City of Montclair 2021). The noise limits in Sections 6.12.040 and 6.12.050 of the Municipal Code apply to noise generation from one property to an adjacent property. The noise level limits depend on time of day, duration of the noise, and City of Montclair land use zoning designation. Section 6.12.040 of the City's Municipal Code specifies base ambient exterior noise levels (shown in Table 4.9-5, Operational Base Ambient Exterior Noise Levels). Based upon Section 6.12.050 of the City's Code, the Base Ambient Noise Levels shown in Table 32 are not to be exceeded beyond the allowances itemized below:

- The Base Ambient Noise Level for 30 minutes or more in any 1-hour period;
- 5 to 9 dBA above Base Ambient Noise Level for 15 minutes in any 1-hour period
- 10 to 14 dBA above BAN Base Ambient Noise Level L for 5 minutes in any 1-hour period
- 15 to 16 dBA above Base Ambient Noise Level for 1 minute in any 1-hour period
- 16 dBA or greater above Base Ambient Noise Level at any time

Section 6.12.100(D) (Specific Noises Prohibited) includes a reference to air conditioning: "Machinery, Equipment, Fans and Air Conditioning. It is unlawful for any person to operate, cause to operate, or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by 5 dB(A)."

Table 32. Operational Base Ambient Exterior Noise Levels

Land Use Zone	Noise Level (dBA)	
	Nighttime 10:00 p.m.–7:00 a.m.	Daytime 7:00 a.m.–10:00 p.m.
Residential	45	55
Commercial	55	65
Industrial	60	70

Source: City of Montclair Municipal Code Section 6.12.040, 2009

Subsection 6.12.060 (Exemptions) addresses noise from construction, among other activities. Specifically, noise associated with construction, repair, remodeling, or grading of any real property are exempt, provided that said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on any given day and provided that the City Building Official determines that the public health and safety will not be impaired. Additionally, industrial or commercial construction or public improvements that are not otherwise feasible except between these hours may be approved on a limited, short-term basis, subject to the approval of the Director of Community Development.

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

On-site noise-generating activities associated with the proposed project would include short-term construction as well as long-term operational noise. The proposed project would also generate off-site traffic noise along various roadways in the area. These potential effects are analyzed below.

Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction, distance between the noise source and receiver, and intervening structures. The following discussion addresses the noise levels estimated to result from construction of the project at nearby sensitive receptors (i.e., residences).

CalEEMod was used to identify the construction equipment anticipated for development of the project. Based on this information, CalEEMod identified the anticipated equipment for each phase of project construction, listed in Table 33.

Table 33. Construction Equipment by Phase

Construction Phase	Equipment	Quantity
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber Tired Dozers	2
Site Preparation	Rubber Tired Dozers	3
	Tractors/Loaders/Backhoes	4
Grading	Excavator	1
	Rubber Tired Dozers	1
	Tractors/Loaders/Backhoes	3
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	3
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coating	Air Compressors	1

Source: Appendix A

Aggregate noise emission from proposed project construction activities, broken down by sequential phase, was predicted at two distances to the nearest existing noise-sensitive receptor: 1) from the nearest position of the construction site boundary and 2) from the geographic center of the construction site, which serves as the time-averaged location or geographic *acoustical centroid* of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from a limited quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the FTA guidance for construction noise assessment, when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. Because of this uncertainty, all the equipment for a construction phase is assumed to operate—on average—from the acoustical centroid. Table 34 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the six construction phases. At the site boundary, this analysis assumes that all equipment of each listed type per phase will be involved in the construction activity for the 8-hour period. For the acoustical centroid case, which intends to be a geographic average position for all equipment during the indicated phase, this analysis assumes that the equipment may be operating up to all eight hours per day.

Table 34. Estimated Distances between Construction Activities and the Nearest Noise-sensitive Receptors

Construction Phase (and Equipment Types Involved)	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Demolition (concrete saw, excavator, dozer)	150	335
Site preparation (backhoe, dozer)	150	335
Grading (excavator, dozer, backhoe)	150	335
Building construction (crane, man-lift, generator, backhoe, welder/torch)	150	335
Paving (paver, roller, other equipment)	150	335
Architectural Coating (air compressor)	150	335

A Microsoft Excel–based noise prediction model emulating and using reference data from the Federal Highway Administration Roadway Construction Noise Model (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use (although the Roadway Construction Noise Model was funded and promulgated by the Federal Highway Administration, it is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction). Input variables for the predictive modeling consist of the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift. Conservatively, no topographical or structural shielding was assumed in the modeling. The Roadway Construction Noise Model has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis, which is detailed in Appendix F, Construction Noise Modeling Input and Output, and produce the predicted results displayed in Table 35.

Table 35. Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Demolition (concrete saw, excavator, dozer)[1]	77.3	70.3
Site preparation (backhoe, dozer)[1]	75.1	68.1
Grading (excavator, dozer, backhoe)	73.2	66.3
Building construction (crane, man-lift, generator, backhoe, welder/torch)	72.1	65.1

Table 35. Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Paving (paver, roller, other equipment)[2]	71.3	64.3
Architectural Coating (air compressor)[2]	63.2	56.2

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.
[1&2] Phases will happen concurrently .

As presented in Table 35, the estimated construction noise levels are predicted to be as high as 77 dBA L_{eq} over an 8-hour period at the nearest occupied property (as close as 150 feet away) when demolition activities take place near the southern project boundaries. Note that these estimated noise levels at a source-to-receiver distance of 150 feet are conservatively high, in that they presume the noted pieces of heavy equipment would each operate, on average at this distance, for a cumulative period of eight hours a day. The reality of construction progress on-site would likely be different. By way of example, a grader might make multiple passes on site that are this close to a receiving occupied property; but, for the remaining time during the day, the grader is sufficiently farther away and either performing work at a more distant location or simply not operating. Other processes and/or equipment, such as a continuously operating air compressor at a fixed installation position, could be expected to produce noise at a fairly constant level over the entire 8-hour period. The FTA's 80 dBA $L_{eq\ 8\text{-}hour}$ threshold would not be exceeded during the any of the above construction phases.

Based upon the City's municipal code, noise associated with construction, repair, remodeling, or grading of any real property is exempt, provided these activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on any given day and provided that the City Building Official determines that the public health and safety will not be impaired. Project construction activities would be short-term, occurring within the hours of 7:00 a.m. and 8:00 p.m., and would cease upon construction completion. Furthermore, the project would be required to adhere to the City General Plans Implementing Policies as detailed in Section 4.9.2, including the following pertaining to construction:

NE-1.2.5. All construction vehicles and equipment, fixed or mobile operated, shall be equipped with properly operating and maintained mufflers.

NE-1.2.6. Stock piling and/or vehicle staging areas shall be located as far as practical from residential homes.

NE-1.2.7. The noisiest operations shall be arranged to occur together in the construction programs to avoid continuing periods of greater annoyance.

NE-1.2.8. Construction which can impact noise sensitive receptors shall be limited to the hours of 7:00 AM to 8:00 PM on any given day and provided that the building official determines that the public health and safety will not be impaired.

Because construction noise levels would not be substantially higher than existing ambient noise levels, as shown in Table 30 and because the FTA's 80 dBA $L_{eq\ 8\text{-}hour}$ threshold would not be exceeded, temporary short-term construction noise would be less than significant.

Off-Site Construction Noise. The project would result in local, short-term increases in roadway noise as a result of construction traffic. Based on information developed as part of the project's air quality analysis, project-related traffic would include workers commuting to and from the project site as well as vendor and haul trucks bringing or removing materials. The highest number of average daily worker trips would be 120, occurring during the building construction phase. The highest number of average daily vendor truck trips would be 46, also during building construction. The highest number of total haul trips for any construction phase is estimated to be 660, during the demolition phase.

Based upon a review of average daily traffic volumes (Dudek 2021), Mission Boulevard carries approximately 17,257 trips (from Monte Vista Avenue to Ramona Avenue). Comparing the maximum number of daily construction-related trips (120 worker trips, 46 vendor truck trips and 660 haul truck trips) to the average daily traffic volume (17,257), the additional vehicle trips would amount to an increase of less than 5%. Based upon the fundamentals of acoustics, a doubling (i.e., a 100% increase) would be needed to result in a 3-dB increase in noise levels, which is the level corresponding to an audible change to the typical human listener. An incremental increase of 5% would not correspond to an audible or a measurable increase on an hourly average basis, and thus would be less than significant. Therefore, traffic related to construction activities would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts from project-related construction traffic noise would be less than significant and no mitigation is required.

Long-Term Operational Impacts

Potential operational noise impacts include on-site noise (from vehicle activities on the project site as well as mechanical equipment) and off-site noise from project-related increases in traffic. As such, the following analysis is organized into separate discussions of on-site noise effects and off-site roadway noise effects.

Less-than-Significant Impact. The proposed project would include the construction of a single warehouse building and associated improvements to loading docks, truck and vehicle parking, and landscape areas. The project would be approximately 115,350 square feet on an approximately 5.13-acre site.

Implementation of the project would result in changes to existing noise levels on the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment, and vehicle parking lot and truck loading dock activities. These sources may affect noise-sensitive vicinity land uses off the project site. The following analysis evaluates noise from exterior mechanical equipment and activities associated with vehicle parking lots and truck loading docks.

On-Site Outdoor Mechanical Equipment

The proposed warehouse spaces within the warehouse/office buildings would not be served by heating or air conditioning equipment. However, the proposed office areas would be equipped with single-packaged rooftop HVAC units with air-handling capacity of 3 to 6 nominal tons. For the analysis of noise from HVAC equipment operation, a York ZF-048 HVAC unit was used as a reference. Based upon the provided site plan, there would be two HVAC units for each of the two offices located within the proposed project. (two offices per building).

Noise level data provided by the manufacturer was used to determine the noise levels that would be generated by the HVAC equipment. The worst-case calculated noise levels at the nearest residential properties (to the south) and the property lines to south, east and west) are presented in Table 36. The calculations were performed at the worst-case locations of each of the subject property lines—that is, the closest distances between the proposed office locations and the adjacent property lines—to ensure that the shortest distance from equipment to property line was examined.

As shown in Table 36, the maximum hourly noise level for the HVAC equipment operating at each examined point would range from approximately 31 to 33 dBA L_{eq} at the nearest residential properties and approximately 32 to 33 dBA L_{eq} at the project's property boundaries. The results of the mechanical equipment operations noise analysis indicate that the project would comply with Section 6.12.100(d) of the City's Municipal Code, which prohibits noise levels from exceeding the Base Ambient Noise Level by 5 dBA or more at the property line. Therefore, impacts associated with on-site HVAC noise would be less than significant.

Table 36. Mechanical Equipment (HVAC) Noise

Equipment	Receiver Location	Zone	HVAC Noise Level (dBA L_{eq})	Applicable Noise Standard[1] (Base Ambient Noise Level + 5) (dBA) (Daytime (7 a.m. to 10 p.m.) / Nighttime (10 p.m. to 7 a.m.))	Applicable Noise Standard Exceeded?
HVAC	Western Property Line	Commercial	45	70/60	No
HVAC	Southern Property Line	Commercial	40	70/60	No

Source: Appendix F.
Note: HVAC = heating, ventilation and air conditioning; dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level.
[1]– Section 6.12.100(d) of the City's Municipal Code. Based upon the City of Montclair's Operational Base Ambient Exterior Noise Levels (presented in Table 32) and the City's Zoning Map (https://www.cityofmontclair.org/documents/city-zoning-map/).

On-Site Parking Lot Activity

Less-than-Significant Impact. A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrënas et al. 2004). The study found that average noise levels for parking lots of similar size during the peak period of use of the parking lot (generally in the morning with arrival of commuters, and in the evening with the departure of commuters), was 47 dBA L_{eq} at 1 meter (3.28 feet) from the outside boundary of the parking lot. The parking area would function as a point source for noise, which means that noise would attenuate at a rate of 6 dBA with each doubling of distance. Employee parking lots are proposed to be distributed throughout the project site adjacent to the warehouse/office buildings, no closer than 5 feet from the southern property line of the project site (and approximately 150 feet from the edge of the parking lot to the nearest residences to the south). At a distance of 5 feet, parking lot noise levels would be approximately 43 dBA L_{eq} at the western property line, and approximately 36 dBA L_{eq} at the nearest residence. The combination of the parking lot noise (14 dBA L_{eq}) and the HVAC equipment level (45 dBA L_{eq}) would be 45

dBA L_{eq}[8], which is well below the applicable limits (i.e., the BANLs for industrial-zoned properties) of 70 dBA L_{eq} daytime (7:00 a.m. to 10:00 p.m.) and 60 dBA L_{eq} nighttime (10:00 p.m. to 7:00 a.m.) Therefore, impacts associated with parking lot noise would be less than significant.

Very brief, intermittent noise levels (such as from car alarm "beeps" or car door slams) generating higher noise levels would also occur. These sources typically range from about 30 to 66 dBA at a distance of 100 feet (Gordon Bricken & Associates 1996). The estimated maximum noise level of 66 dBA from 100 feet would equate to a level of 62.5 dBA at 150 feet at the nearest sensitive receptor to the south. This level would be less than the City's Municipal Code standard for maximum noise levels during the nighttime hours for industrial zones (60 dBA plus 16 dBA equals 76 dBA), as well as the maximum noise standard for daytime hours (70 dBA plus 16 dBA equals 86 dBA). Therefore, the impact from maximum noise levels from parking lots would be less than significant.

On-Site Truck Loading Dock/Truck Yard Activity

Less-than-Significant Impact. The aforementioned parking lot study (Baltrënas et al. 2004) also examined noise levels associated with cargo truck delivery activity. The study concluded that maximum noise levels (i.e., L_{max}) from truck loading/unloading areas was 96 dBA at 1 meter (3.28 feet) from the boundary of the truck activity area. Average noise levels would be lower. Truck loading docks would be located not closer than 440 feet from the nearest residential property line (located to the south). Using the outdoor attenuation rate of 6 dBA with each doubling of distance, truck loading activity at residences to the south would produce noise levels of approximately 53.4 dBA L_{eq}. However, the proposed warehouse/office buildings would provide a substantial amount of noise reduction by blocking the direct line-of-sight between the truck loading dock area and the residences to the south. Because of the height and size of the buildings, it is estimated that the noise from loading dock activities would be reduced by approximately 27 dB or more[9]. Thus, the loading dock noise at the nearest residences would be approximately 26 dBA L_{max} or less, which would be well below the City's Municipal Code standard for maximum noise levels during the nighttime hours for industrial zones (76 dBA), and daytime hours (86 dBA). Because the average noise level would be less than 26 dBA, the City's Municipal Code standard for average noise levels for industrial zones (60 dBA L_{eq}), and daytime hours (70 dBA L_{eq}) would also not be exceeded. Therefore, impacts associated with truck loading docks and truck yard noise would be less than significant.

Off-Site Traffic Noise Levels

Less-than-Significant Impact. The project has the potential to result in significant off-site noise impacts from project-related traffic at nearby noise-sensitive land uses. Based upon the project's Transportation Impact Analysis (Appendix G-2 of this IS/MND), during the AM peak hour, implementation of the project would result in a total of 314 daily trips, 37 AM peak hour trips (31 inbound and 6 outbound), and 36 PM peak hour trips (7 inbound and 29 outbound). Applying passenger car equivalency (PCE) factors for truck traffic, the project would generate 396 daily PCE trips, 40 AM peak hour PCE trips (33 inbound and 7 outbound), and 39 PM peak hour PCE trips (8 inbound and 31 outbound). Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model Version 2.5

8 Noise levels are summed in the energy (that is, the logarithmic) domain, not arithmetically; for example, two sound sources, each generating noise levels of 65 dBA at a given distance, would result in a combined noise level of 68 dBA..

9 The buildings would be approximately 35 feet high and the truck loading dock areas would be configured so as to block the direct line of sight from the loading dock areas and noise-sensitive receivers. As such the buildings would function as massive noise barriers. Noise barrier calculations are included in Appendix F.

(FHWA 2004). Information used in the model included the Existing, Existing plus Project, Year 2024, and Year 2024 plus Project traffic volumes. Noise levels were modeled at representative noise-sensitive receivers. The receivers were modeled to be 5 feet above the local ground elevation. The three receiver locations used for the short-term noise measurements were used to represent existing off-site noise-sensitive land uses (residences).

The information provided from this modeling, along with the results from ambient noise survey measurements, was compared to the noise impact significance criteria to assess whether project-related traffic noise would cause a significant impact and, if so, where these impacts would occur. The results of the comparisons for the off-site noise-sensitive land uses are summarized in Table 37.

Table 37. Summary of Predicted Off-Site Existing and Future (Year 2024) Unmitigated Traffic Noise Levels (dBA CNEL)

Modeled Receptor	Existing	Existing plus Project	Noise Level Increase	Future (Year 2024)	Future (Year 2024) plus Project	Noise Level Increase
ST1 - South of project site (residence)	70	70.2	0.2	70.7	70.7	0
ST2 - West of project site (commercial)	69.9	70.1	0.2	70.4	70.6	0.2
ST3 - Northwest of project site	66.4	66.4	0	66.6	66.6	0

Source: Appendix F.
Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

The 24-hour CNEL noise levels were estimated based upon the assumption that the peak hourly traffic volumes on local roadways is approximately equal to 10 percent of the overall average daily traffic. In general, 10% of the of the average daily traffic is accepted as being equivalent to the worst-case hourly volume; using this value in the traffic noise model results in an average hourly equivalent noise level approximately equal to the CNEL (Caltrans 2013).

As shown in Table 37, the project would increase the traffic noise levels along the nearby arterial roadways by between 0 to 0.2 dBA. The project would not result in substantial traffic noise increases or cause an exceedance of applicable traffic noise standards. Therefore, impacts associated with off-site traffic noise would be less than significant.

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

Less-than-Significant Impact. Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2020). Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 inches per second (ips) is considered annoying. For context, heavier pieces of construction equipment, such as a bulldozer that may be expected on the project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet (DOT 2006).

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. By way of example, for a bulldozer operating on site and as close as the southern project boundary (i.e., 150 feet from the nearest occupied property) the estimated vibration velocity level would be 0.006 ips per the equation as follows (FTA 2006):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.006 = 0.089 * (25/150)^{1.5}$$

In the above equation, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source (the bulldozer), and D is the actual horizontal distance to the receiver. Therefore, at the predicted PPV of 0.006 ips, the impact of vibration-induced annoyance to occupants of nearby existing homes would be less than significant.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with the proposed project would yield levels of 0.006 ips, which do not surpass the guidance limit of 0.2 to 0.3 ips PPV for preventing damage to residential structures (Caltrans 2020). Because the predicted vibration level at 150 feet is less than this guidance limit, the risk of vibration damage to nearby structures is considered less than significant.

Once operational, the proposed project would not be expected to feature major producers of groundborne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to proposed project operation would be less than significant.

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

No Impact. The project area is not located within 2 miles of any public airport, nor is it located within the boundaries of any airport land use plans. However, the Ontario International Airport is located approximately 5 miles east of the project site. The project site is located within the Airport Influence Area (as shown in Policy Map 2-1) of the Ontario International Airport and is subject to the Ontario ALUCP (City of Ontario 2011). Policy Map 2-3, Noise Impact Zones, of the Ontario ALUCP identifies projected noise levels for areas surrounding the Ontario Airport. Table 2-3, Noise Criteria, of the Ontario ALUCP, identifies the compatibility of uses for each of the corresponding noise contour zones in Policy Map 2-3. According to the Policy Map 2-3, the project site is located within the 60–65 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour area. According to Table 2-3, Noise Criteria, of the Ontario ALUCP, Industrial, Manufacturing, and Storage Uses, as well as office uses (for the warehouse's office) are normally compatible uses within the 60–65 dB CNEL noise contour area. Therefore, because the project would result in uses deemed to be compatible with the 60-65 dB CNEL noise contour area, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, the project would not expose or result in excessive noise for people residing or working in the project area, and no impact would occur.

3.14 Population and Housing

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

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

Less-than-Significant Impact. The project would include the construction and operation of an approximately 115,350 square foot, single-story industrial/warehouse building. As such, the project would require temporary construction and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the new building and associated on-site improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction. These short-term positions are anticipated to be filled primarily by construction workers who reside in the project site's vicinity; therefore, construction of the project would not generate a permanent increase in population within the project area.

In terms of operational employees, the project would generate approximately 97 new employees (refer to Section 3.17(b) for further details regarding this calculation). According to the SCAG Demographic and Growth Forecast, located as an appendix of the SCAG Connect SoCal (2020-2045 Regional Transportation Plan/Substantiable Communities Strategy), employment in the City of Montclair is anticipated to grow from 19,300 in 2016 to 20,900 in 2045 (SCAG 2020). Thus, the project's 97 new employees would represent a relatively small percentage of this projection and, thus, is consistent with anticipated future employment projections within the City. Therefore, the project would not stimulate population growth or population concentration above what is assumed in local and regional land use plans. Impacts would be less than significant.

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

No Impact. Given that no residential uses are located on the project site, and because residential uses are not allowed under the current zoning, the project would not displace existing housing, nor would it impede future residential development potential. Therefore, no impacts associated with the displacement of people or housing would occur.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

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

Fire protection?

Less-than-Significant Impact. Fire prevention and emergency services for the City is provided by the City of Montclair Fire Department (Fire Department), operating out of two stations located at 8901 Monte Vista Avenue (Fire Station #151) and 10825 Monte Vista Avenue (Fire Station #152), approximately 2.5-miles north and approximately 0.15 mile to the west of the project site, respectively. As stated in the Draft Montclair Place District Specific Plan EIR (approved October 5, 2020), according to the Fire Department, calls to service include structure fires, hazardous materials mitigation, medical calls, traffic accidents, and confined space rescue, among other things (City of Montclair 2020a). The Fire Department's staff includes 18 firefighters, 3 chief officers, 1 public safety director, 1 fire investigator, 1 administrative technician, and 1 part-time receptionist (City of Montclair 2020a). According to the Fire Department, Fire Station #151 (8901 Monte Vista Avenue) is equipped with a three-person engine, a Type 1 engine, and will soon have a five-person engine with a 100-foot aerial ladder and platform (City of Montclair 2020a). Fire Station #152 (10825 Monte Vista Avenue) is equipped with one chief officer (stationed at Fire Station 151) and a crew of three fire suppression/public safety personnel, including a fire captain, fire engineer, and firefighter/paramedic. Station #152 currently operates with a 2014 KME Type 1 fire engine in service along with a 2000 KME Type 1 reserve engine. Station #152 also houses a lighting unit, which is used to carry urban search and rescue equipment (City of Montclair 2020a). The Fire Department has an average response time of 6 minutes and 13 seconds for medical emergencies and a response time of 6 minutes and 53 seconds for structural fires. Response goals are currently being met by the Montclair Fire Department (City of Montclair 2020a).

The Fire Department participates in an "All Hazard" emergency aid system (through mutual aid agreements) with the fire departments from the surrounding communities of Chino, Upland, Ontario, Rancho Cucamonga, San Bernardino County, and Los Angeles County.

The Fire Department currently serves the project site and provides emergency response services as required. Under existing conditions, the developed portion of the project site is vacant. It is estimated that the project would employ 97 people for operation in 2023. Given the increase in persons at the project site after implementation, it can be assumed that calls for service to the project site would increase in comparison to existing conditions, as the project site is currently vacant with no current employees.

Additionally, the project would be subject to the existing Fire Department requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as International Fire Code requirements. Implementation of these requirements would both mitigate the potential for fire services to be required and aid the Fire Department in the unlikely event a fire occurred.

The project would also result in the payment of both developer's fees and property taxes, both of which would result in additional revenue available to the City and, indirectly, would result in increased revenue available to the Fire Department. Developer's fees cannot be used for personnel; however, assuming that the City routed increased property tax revenues to the Fire Department, impacts to the Fire Department as a result of the project would be partially alleviated. Therefore, because the project would result in a minor increase in calls for service to the project site, would be developed in accordance with existing requirements, and would result in increased revenue available to the Fire Department, impacts associated with Fire Department facilities, equipment, and personnel would be less than significant.

Police protection?

Less-than-Significant Impact. Police protection services in the City are provided by the Montclair Police Department (Police Department), which is headquartered on the northwest corner of Arrow Highway and Monte Vista Avenue, at 4870 Arrow Highway. The Police Department serves an approximately 5.5 square-mile community. The Police Department employs 53 sworn officers, 32 full and part-time civilian support personnel, including 5 reserve officers and 2 chaplains (City of Montclair 2020). The Montclair Police Department has a goal of 4-minute response times for Priority 1 calls, and 5-minute response times for Priority 2 calls. In addition to patrolling, the Police Department also includes specialized assignments such as Detective Bureau, Narcotics Investigations Task Force, Motor Officer Program, Technical Services, Plaza Precinct Patrol, and School Resource Officer.

Similar to fire protection services, it can be assumed that there would be an increase in calls for service to the project site in comparison to existing conditions, as the project site would no longer be vacant. However, the increase in demand for police services would be minor and would not require the expansion of police services.

The project would also result in the payment of both developer's fees and property taxes, both of which would result in additional revenue available to the City and, indirectly, would result in increased revenue available to the Police Department. Developer's fees cannot be used for personnel; however, assuming that the City routed increased property tax revenues to the Police Department, impacts to the Police Department as a result of the project would be partially alleviated. Therefore, because the project would result in a minor increase in calls for service to the project site and would result in increased revenue available to the Police Department, impacts associated with Police Department facilities, equipment, and personnel would be less than significant.

Schools?

No Impact. As discussed in Section 3.14, Population and Housing, implementation of the project would not directly or indirectly induce substantial population growth in the City. It is not anticipated that people would relocate to the City as a result of the project, and an increase in school-age children requiring public education is not expected to occur as a result of the project. Therefore, no impacts associated with school facilities would occur.

Parks?

No Impact. Given that the project would not induce population growth in the project area, neither construction nor operation of the project would generate new residents to the extent that new or expanded park facilities would be required. Therefore, no impacts associated with park facilities would occur.

Other public facilities?

No Impact. Given the lack of population growth as a result of the project, neither construction nor operation of the project would generate new residents to the extent that new or expanded public facilities such as libraries would be required. Therefore, no impacts associated with libraries and other public facilities would occur.

3.16 Recreation

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

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

No Impact. The project would result in the construction of a new industrial/warehouse building and associated improvements to the project site. The project does not propose any residential uses and would neither directly nor indirectly result in a substantial and unplanned increase in population growth within the project area. As such, the project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts associated with the use of existing recreational facilities would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area. As an industrial use, the project does not propose recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur.

3.17 Transportation

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

This section analyzes the potential impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on newly adopted criteria (vehicle miles traveled [VMT]) for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from level of service or vehicle delay to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. This new methodology was required to be used statewide beginning July 1, 2020. Subsequently, in August 2020, the City adopted Resolution No. 20-3281, *Vehicle Miles Traveled Thresholds of Significance for the Purpose of Analyzing Transportation Impacts under the California Environmental Quality Act*. For the purposes of this document, the VMT analysis methodology and thresholds identified within the City's resolution have been used.

Urban Crossroads prepared the 5006 & 5010 Mission Boulevard Warehouse Traffic Scoping Agreement (January 13, 2022) and 5006 & 5010 Mission Boulevard Warehouse Vehicles Miles Traveled (VMT) Analysis (January 14, 2022) for the project. These documents are included as Appendix G1 and G2 to this IS/MND and the main analysis and conclusions have been included in this section.

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

Less-than-Significant Impact. The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as discussed below.

SCAG RTP/SCS

The RTP/SCS establishes goals for the region and identifies transportation investments that address the region's growing population, as well as strategies to reduce traffic congestion and greenhouse gas (GHG) emissions.

The project would involve the construction of a warehouse/industrial park building. Thus, the project would generate jobs and tax revenue for the City and its residents. Once operational, the project would add to the City's business tax base and would employ approximately 97 workers, helping the City better meet its jobs/housing balance, while also providing industrial use that will help the City offer a more balanced array of land uses throughout the broader project area. This may also result in potentially shorter commute distances of City residents who choose to work on the project site. The project would be readily accessible to I-10 and SR-60, which would also help to facilitate regional goods movement throughout Southern California, thus helping meet the RTP/SCS goal of improving mobility, accessibility, and reliability of the transportation of goods. RTP/SCS Goal 1 is to encourage regional economic prosperity and global competitiveness. According to the Southern California Association of Governments Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand for warehousing space, thereby promoting regional economic prosperity, and would do so in an area that is proximate to regional highways (I-10 and SR-60). For these reasons, the project would be consistent with the applicable goals and policies set forth by in the RTP/SCS.

City of Montclair General Plan Circulation Element

The General Plan Circulation Element outlines the City's goals and implementation policies to provide a safe and efficient transportation system strategy.

The project would protect street traffic capacities by controlling access points at the project driveways and parking would be provided entirely on site. Project generated traffic would travel along arterials and major roadways to access the site such as Mission Boulevard, Monte Vista Avenue and Central Avenue. Most of these roadways are also City-designated truck routes. Travel on residential streets is not anticipated. The project would construct frontage landscape and pedestrian improvements. Therefore, the project would not conflict with relevant policies in the City's Circulation Element.

The City of Montclair generally follows the County of San Bernardino Traffic Study Guidelines (July 9, 2019). Per County guidelines, a traffic analysis is not required as the project is anticipated to generate less than 100 peak hour trips and would contribute less than 50 peak hour trips to any off-site study area intersection (San Bernardino County 2019). Based on the project's low trip generation (as shown in Table 38), a traffic study was not warranted to evaluate the project's effects on the operation of roadway facilities in its vicinity.

Transit, Bicycle, and Pedestrian Facilities

The project site is served by passenger rail and bus services. The Montclair Transit Center, located approximately 3 miles north of the project site, would serve as the nearest Metrolink station serving the San Bernardino Line. The Pomona-Downtown Train Station, located approximately 3.6 miles to the west of the project site, would serve as the nearest Metrolink station serving the Riverside County Line. This station also services the Texas Eagle and Sunset Limited Amtrak lines. Omnitrans Routes 61, 85, and 88 are the closest bus routes to the project site, with stops along Holt Avenue, Central Avenue, and Ramona Avenue, respectively. The Monte Vista Avenue and Holt Boulevard bus stop serves Route 61 and is located approximately 0.5-mile to the north of the project site. The Central Avenue and Mission Boulevard bus stop serves Route 85 and is located approximately 0.4 mile to the east of the project site. The Ramona Avenue and Mission Boulevard bus stop serves Route 88 and is the nearest stop to the project site, is located approximately 0.6 mile to the west of the project site. Project construction would not require the temporary or permanent relocation of bus stops nor interfere with the existing services. Therefore, development of the project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less than significant.

The nearest proposed bike facilities include a planned Class II bicycle lane with the potential for a future Class IV bike path, along Mission Boulevard, adjacent to the southern frontage of the project site, and a planned Class I bikeway along the San Antonio Creek Channel, approximately 1.4-mile to the west of the project site. Class II bike lanes with the potential for a future Class IV bike path are also recommended on Holt Boulevard, Ramona Avenue (south of Holt Boulevard), Monte Vista Avenue, and Central Avenue. While the project does not involve any plans to construct these planned and contemplated facilities, the project's design would ensure that these facilities can be readily developed when the City commences implementation of those projects. Moreover, the project would provide street and frontage improvements and access to the site would be facilitated for both pedestrian and bicycle users in the overall area. The frontage improvements associated with project development would not conflict with planned bicycle facilities along Mission Boulevard; therefore, the project would not conflict with any plans or policies regarding existing or proposed bicycle and pedestrian facilities in the study area and would be consistent with the City of Montclair Active Transportation Plan (City of Montclair 2020b) and San Bernardino County Transportation Authority Non-Motorized Transportation Plan (San Bernardino County 2018).

Based on analysis provided above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and its impact to transportation plans and programs would be less than significant.

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

Less-than-Significant Impact. As shown in the analysis below, based on City's criteria, the project generated VMT and the project's effect on VMT would result in a less than significant impact.

VMT Screening

The following screening criteria were analyzed per City Resolution No. 20-3281, *Vehicle Miles Traveled Thresholds of Significance for the Purpose of Analyzing Transportation Impacts under the California*

Environmental Quality Act (City of Montclair 2020c). Any one of the following criteria would need to be satisfied in order to screen-out of significant VMT impacts:

- ***Projects generating less than 110 daily trips (or 836 VMT):*** The proposed project is the construction and development of 34,605 square feet of light industrial uses, as well as 80,745 square feet of warehousing uses. The project would generate 308 daily trips, 38 AM peak hour trips (32 inbound and 6 outbound), and 36 PM peak hour trips (7 inbound and 29 outbound). Applying PCE factors for truck traffic, the project would generate 396 daily PCE trips, 40 AM peak hour PCE trips (33inbound and 7 outbound), and 39 PM peak hour PCE trips (8 inbound and 31 outbound). Because the project is estimated to generate 308 average daily traffic (non-PCE) and 396 (PCE) average daily traffic as shown in Table 38, the project would not fall under the threshold for projects generating less than 110 average daily traffic.

Table 38. Project Trip Generation Summary

Land Use	ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Rates[1]										
General Light Industrial	110	-	TSF	4.870	0.651	-0.089	0.740	0.091	0.559	0.650
Warehousing	150	-	TSF	1.710	0.131	0.039	0.170	0.050	0.130	0.180
Trip Generation (Non-PCE)										
General Light Industrial	110	34.605	TSF	170	22	3	25	3	19	22
Warehousing	150	80.745	TSF	138	10	3	13	4	10	14
Project Trip Generation (Non-PCE)				**308**	**32**	**6**	**38**	**7**	**29**	**36**
Trip Generation (PCE)										
General Light Industrial[2]	110	34.605	TSF	182	22	3	25	3	19	22
Warehousing[2]	150	80.745	TSF	214	11	4	15	5	12	17
Project Trip Generation (PCE)				**396**	**33**	**7**	**40**	**8**	**31**	**39**

Source: Appendix G-1
Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent
1 Trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition,2021.
2 PCE trip generation is estimated using the Vehicle Mix from ITE Trip Generation Manual Supplement (February 2020) and Percent of Truck Trips from SCAQMD recommended Truck Mix. Passenger Car Equivalent (PCE) factors are from the San Bernardino County CMP 2016 Update. Detailed trip generation is included in Appendix G-1.

- ***Local serving retail less than 50,000 SF:*** The proposed project does not include retail components less than 50,000 square feet. Therefore, the project is not considered a local serving retail project and cannot be screened out from further VMT analysis using this criterion.
- ***Local Serving Projects:*** The proposed project would not be categorized as a local serving land use. Therefore, the project cannot be screened out from further VMT analysis using this criterion.
- ***Affordable Housing (100 percent of units):*** The proposed project does not include affordable housing units. Therefore, the project cannot be screened out from further VMT analysis using this criterion.

- ***Transit Priority Area Screening:*** Projects located within a Transit Priority Area[10] [11]as determined by the most recent RTP/SCS and per San Bernardino County Transportation Authority Screening Tool. As shown in Appendix G-2, the proposed project is located within a Transit Priority Area. However, the proposed project's Floor Area Ration (FAR) is less than 0.75 and therefore cannot be screened out using this criterion.
- ***Low VMT Area Screening:*** Development in a low VMT generating area consistent with a RTP/SCS and consistent with existing land use that is generating low VMT per SP can be screened out. This will include both a land use (type, density, demographics, etc.) comparison. The San Bernardino County Transportation Authority Screening Tool was used to determine whether the proposed project would be in a low VMT-generating area. The City's transportation impact analysis guidelines define a project VMT impact if "the project generated VMT per service population exceeds 15% below what the County of San Bernardino average VMT per service population" As such, for the purposes of this analysis, if the proposed project is located within a Traffic Analysis Zone (TAZ)[12] in which the VMT per SP is greater than 15% below the existing baseline, the project would be located in a low VMT generating area. As shown Appendix G-2, the Production Attraction (PA) VMT per SP for the project TAZ is 30.0, and the County's PA VMT per SP is 26.6. Therefore, the TAZ would be 12.9% above the City's threshold, and would not meet the screening criteria. The Origin-Destination (OD) VMT per SP for the project TAZ is 49.1, and the County's OD VMT per SP is 35.3. Therefore, the TAZ would be 35.3% above the City's threshold, and would not meet screening criteria. It should be noted that the City's guidelines do not specify the use of PA VMT per SP, or OD VMT per SP.

As the proposed project would not meet the screening criteria established in the City's guidelines, a project level detailed VMT analysis is required.

VMT Analysis

The City requires the evaluation of project generated VMT as well as project's effect on VMT to be analyzed in detail for projects that do not meet any of their screening criteria. To conduct a detailed VMT analysis, the City requires the use of the San Bernardino Transportation Analysis Model. The technical memorandum describing the San Bernardino Transportation Analysis Model run for VMT by sub-consultant Urban Crossroads, Inc is included in Appendix G-2.

Project VMT

The San Bernardino Transportation Analysis Model is trip-based regional travel demand model that considers interaction between different land uses based on socio-economic data such as population,

10 Per Public Resources Code section 21099(a)(7) a "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. For purposes of SB 743, a transit priority area also includes major transit stops that are scheduled to be completed within the planning horizon of the RTP/SCS.

11 This presumption would not apply if the project:
i. Has a Floor Area Ratio (FAR) of less than 0.75;
ii. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
iii. Is inconsistent with applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
iv. Replaces affordable residential units with a small number of moderate- or high-income residential units.

12 TAZs are geographic polygons similar to Census block groups used to represent areas of homogeneous travel behavior.

households, and employment. Project VMT was calculated using the most current version of San Bernardino Transportation Analysis Model. Adjustments in socio-economic data (i.e., employment) were made to the appropriate TAZ within the San Bernardino Transportation Analysis Model to reflect the project's proposed land use (warehouse). The project's socio-economic data is consistent with the employment density factors for San Bernardino County from the SCAG Employment Density Survey (October 31, 2001). Based on number of employees ratios from the SCAG study (1 employee per 1,195 square feet) for a total of 115,350 square feet, approximately 97 employees are estimated for the project.

Adjustments to employment for the project's TAZ were made to the San Bernardino Transportation Analysis Model baseline year model. Project-generated total VMT was calculated for the cumulative condition. The total VMT was normalized by dividing by the project's SP (e.g., employees). As shown in Table 39, the Project Baseline VMT per SP is estimated to be 18.67.

Table 39. Project VMT Per SP Calculation

	Cumulative Condition
Employment	97
VMT	1,811
VMT per SP	18.67

Note: VMT = vehicle miles traveled; SP = Service Population
Source: SBTAM Model Results; (Appendix G-2)

Per San Bernardino County Transportation Authority Screening Tool, the VMT per SP is 26.58 for San Bernardino County. A threshold of 15% below the San Bernardino regional average is 22.82 VMT per SP for the PA methodology. Alternatively, regional average for the VMT per SP using the OD method is 35.3 and the threshold is 30.0 VMT per SP.

Regardless of methodology, pursuant to the City's criteria, if the following condition is satisfied in the cumulative conditions, then the project-generated VMT has a significant impact under CEQA:

- the project generated VMT per service population exceeds 15% below what the County of San Bernardino average VMT per service population.

Table 40. Summary of Project VMT per SP

	Cumulative in Production-Attraction	Cumulative in Origin-Destination
Regional Average	26.58	35.3
Impact Threshold (15% below Regional Average)	22.82	30.0
Project Generated VMT	18.67	18.67
Percent Change vs Regional Average	-29.8%	-47.1%
Potentially Significant	No	No

Note: VMT = vehicle miles traveled
Source: SBTAM Model Results; (Appendix G-2)

Table 40 illustrates the comparison between project generated VMT per SP to the regional (San Bernardino County) VMT per SP. As shown, the project's VMT per SP would be 29.8% below the San Bernardino County regional average using the PA methodology, and 47.1% below using the OD methodology, respectively. Therefore, the project's VMT impact would be less than significant.

Project Effect on VMT

The Technical Advisory notes that "… metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impact that utilize plan compliance as a threshold of significance (OPR 2018b)." Since the project was found to have a less than significant impact at the project level and is consistent with the region's long-term goals and local plans, the project's cumulative impact i.e. effect on VMT would be less than significant.

VMT Impact Determination

As shown in the analysis above, per City's adopted significance thresholds, the project generated VMT and the project's effect on VMT would have a less than significant impact. The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

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

Less-than-Significant Impact. The project does not propose changes to the City's circulation system which would result in sharp curves or dangerous intersections and would not introduce incompatible uses to the area roadways (e.g., farm equipment). As shown in Figure 5, access to the project site would be provided by two driveways along Mission Boulevard. Both driveways would provide right-in-right-out only access to the project site.

The on- and off-site roadway improvements, consisting of new and improved project driveways proposed as part of the project would be designed and constructed in accordance with all applicable City of Montclair roadway design standards and would be reviewed and approved by the City's Public Works Department. The project driveways would be improved and designed per local standards to accommodate project traffic, including trucks. On-site circulation would be facilitated at project driveways along Mission Boulevard. A truck turn template was prepared to show a truck's inbound and outbound movement at the project driveways. As shown on Figure 10, Inbound and Outbound Truck Turning Template, and Figure 11, Outbound Truck Turning Template, the project driveways and internal roadway aisle would allow adequate access and on-site circulation for all vehicles. As such, no hazardous design features would be part of the project's roadway improvements.

Project generated traffic would travel along arterials and major roadways to access the site that are also City-designated truck routes. The introduction of project-related truck trips would not be considered an incompatible use in the study area. Therefore, based on the above analysis, impacts related to hazardous conditions would be less than significant.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact. As noted above, the project has two access driveways (right-in-right-out only) along Mission Boulevard and in the event of an emergency all the driveways would enable vehicles to enter/exit the project site. All streets improvements will be designed with adequate width, turning radius, and grade to facilitate access by City's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the City's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the project's impact due to inadequate emergency access would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by City, as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2021 (Appendix C). Background research conducted to inform this analyses include the results of a California Historical Resources Information System (CHRIS) records search conducted at the South Central Coastal Information Center (SCCIC), and the results of formal tribal consultation completed by the lead agency, the City, pursuant to California Assembly Bill (AB) 52 and Senate Bill (SB) 18, all of which are briefly provided in this section.

Existing Setting – Ethnohistoric

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief and generally peripheral accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Geiger and Meighan 1976; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as "salvage ethnography," was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his "memory culture" approach (Lightfoot 2005: 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of pre-contact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. As Robert F. Heizer (1978) stated, this is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California.

Native groups of this area traditionally spoke Takic languages of the Uto–Aztecan family (Golla 2007: 74). Since the proposed project area is located in the San Bernardino region near the traditional boundary between the Gabrieliño groups, inhabitants likely spoke the Gabrieliño and Serrano varieties of Takic.

Victor Golla has contended that one can interpret the amount of variability within specific language groups as being associated with the relative "time depth" of the speaking populations (Golla 2007: 80) A large amount of variation within the language of a group represents a greater time depth then a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla has observed that the "absolute chronology of the internal diversification within a language family" can be correlated with archaeological dates (2007:71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family (Golla 2007, p. 74). These groups include the Gabrielino (alternately Gabrieleño), Cahuilla, and Serrano. Golla has interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto–Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Laylander 2000).

Gabrieliño/Tongva

The archaeological record indicates that the Gabrieliño arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The names by which Native Americans identified themselves have, for the most part, been lost and replaced by those derived by the Spanish people administering the local Missions. These names were not necessarily representative of a specific ethnic or tribal group, and traditional tribal names are unknown in the post-Contact period. The name "Gabrieliño" or "Gabrieleño" was first established by the Spanish from the San Gabriel Mission and included people from the established Gabrieliño area as well as other social groups (Bean and Smith 1978b; Kroeber 1925). Many contemporary Gabrieliño identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994, p. 12). This term is used in the remainder of this section to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

The Tongva established large, permanent villages along rivers and streams, and lived in sheltered areas along the coast. Tongva lands included the greater Los Angeles Basin and three Channel Islands—San Clemente, San Nicolas, and Santa Catalina—and stretched from the foothills of the San Gabriel Mountains to the Pacific Ocean. Archaeological sites composed of villages with various sized structures have been identified through the Los Angeles Basin. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978b, p.540), but recent ethnohistoric work suggests a number approaching 10,000 seems more likely (O'Neil 2002). At least one Tongva village was located near Glendora: Ashuukshanga (also Azucsagna), located near the mouth of the San Gabriel River in present-day Azusa (McCawley 1996, p. 44). Within the permanent village sites, the Tongva constructed large, circular, domed houses made of willow poles thatched with tule, each of which could hold upwards of 50 people (Bean and Smith 1978b). Other structures constructed throughout the villages probably served as sweathouses, menstrual huts, ceremonial enclosures, and communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, and deserts as well as riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Horizon). Acorns were supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978b, p. 546; Kroeber 1925, pp. 631–632; McCawley 1996, pp. 119–123, 128–131).

The Tongva participated in an extensive exchange network, trading coastal goods for inland resources. They exported Santa Catalina Island steatite products, roots, seal and otter skins, fish and shellfish, red ochre, and lead ore to neighboring tribes, as well as to people as far away as the Colorado River. In exchange, they received ceramic goods, deerskin shirts, obsidian, acorns, and other items. This burgeoning trade was facilitated by the use of craft specialists, a standard medium of exchange (Olivella bead currency), and the regular destruction of valuables in ceremonies, which maintained a high demand for these goods (McCawley 1996, pp. 112–115).

Assembly Bill 52 Consultation

As part of the government-to-government consultation efforts prescribed under AB 52, the City notified all Native American tribes on the City's AB 52 list of the project, inviting the tribes to consult on the project. Native American Heritage Commission (NAHC)-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on October 4, 2021, via USPS certified mailing and email. To date, the City has not received any responses to the notification letters.

Table 41. Assembly Bill 52 Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters
Andrew Salas Chairman Gabrieleno Band of Mission Indians – Kizh Nation	USPS certified mailing and email	No response has been received to date.
Joseph Ontiveros Cultural Resources Director Soboba Band of Luiseno Indians	USPS certified mailing and email	No response has been received to date.
Lee Clauss Director Cultural Resources Management Department San Manuel Band of Mission Indians	USPS certified mailing and email	No response has been received to date.

Senate Bill 18 Consultation

According to SB 18, the City has a responsibility to initiate consultation with tribes/groups listed on the California NAHC's official SB 18 contact list as the Project proposes a General Plan Amendment and Specific Plan. SB 18 requires the City to send a letter to each contact on the NAHC's SB 18 list, extending an invitation for consultation. Tribes will have 90 days from receipt of the letter to request consultation. The City must also send a notice to all contacts 45 days prior to adopting the amended General Plan and Specific Plan, as well as a third notice 10 days prior to any public hearing regarding the General Plan amendment.

The City sent notification of the proposed project to all California Native American tribal representatives that have requested project notifications pursuant to SB 18 and that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area on October 4, 2021, via USPS certified mailing and email. To date, the City has not received any responses to the notification letter, including responses from the following tribes:

Table 42. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters
Andrew Salas Chairman Gabrieleno Band of Mission Indians – Kizh Nation	USPS certified mailing and email	No response has been received to date.
Joseph Ontiveros Cultural Resources Director Soboba Band of Luiseno Indians	USPS certified mailing and email	No response has been received to date.

Table 42. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters
Lee Clauss Director Cultural Resources Management Department San Manuel Band of Mission Indians	USPS certified mailing and email	No response has been received to date.

Regulatory Context

California State Assembly Bill 52

AB 52 of 2014 amended Public Resources Code Section 5097.94 and added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Public Resources Code Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in division (c) of Public Resources Code Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the Public Resources Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (Public Resources Code Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (Public Resources Code Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as SB 18, was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to Public Resources Code Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to "allow the protection of cultural places in open space element of the general plan" and amended Civil Code Section 815.3 to add "California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places."

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5[b]). Public Resources Code Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the county coroner determines or has reason to believe the remains are those of a Native American, the county coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5[c]). The NAHC will notify the most likely descendant. With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the most likely descendant by the NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Local

San Bernardino County

The County of San Bernardino provides a series of goals and policies to ensure preservation and conservation of cultural resources within the county (County of San Bernardino 2020). They are as follows:

Goal CR-1. Tribal Cultural Resources: Tribal cultural resources that are preserved and celebrated out of respect for Native American beliefs and traditions.

Policy CR-1.1. Tribal notification and coordination. We notify and coordinate with tribal representatives in accordance with state and federal laws to strengthen our working relationship with area tribes, avoid inadvertent discoveries of Native American archaeological sites and burials, assist with the treatment and disposition of inadvertent discoveries, and explore options of avoidance of cultural resources early in the planning process.

Policy CR-1.2. Tribal planning. We will collaborate with local tribes on countywide planning efforts and, as permitted or required, planning efforts initiated by local tribes.

Policy CR-1.3. Mitigation and avoidance. We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.

Policy CR-1.4. Resource monitoring. We encourage coordination with and active participation by local tribes as monitors in surveys, testing, excavation, and grading phases of development projects with potential impacts on tribal resources.

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

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

Less-than-Significant Impact with Mitigation Incorporated. No previously recorded archaeological resources of Native American origin or tribal cultural resources listed in the CRHR or a local register were identified within the Project site through the SCCIC records or Native American coordination. Further, no tribal cultural resources have been identified by California Native American tribes as part of the City's AB 52 and SB 18 notification and consultation process. The project site is entirely disturbed and has been developed for several decades. The development, agricultural, and construction activities that have taken place over the years have heavily disturbed subsurface soils found on the project site.

However, despite the previous disturbance on the project site, it is always possible that intact tribal cultural resources deposits are present at subsurface levels, and the City is committed to preserving the integrity of such resources. Thus, MM-TCR-1 would be required to ensure that tribal monitors have access to the project site during subsurface construction activities.

MM-TCR-1 Prior to the issuance of any grading permit for the proposed project, the City of Montclair (City) shall ensure that the applicant make the project site accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The

monitor(s) shall be approved by a local tribal representative and shall be present on site during the construction phases that involve any ground-disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code (PRC) Division 13, Section 21083.2 (a) through (k).

If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process.

Construction activity shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The on-site monitoring shall end when the project site grading and excavation activities are completed or when the monitor has indicated that the site has a low potential for archaeological resources.

MM-TCR-2 All archaeological resources unearthed by proposed project construction activities shall be evaluated by the qualified archaeologist and Native American monitor (if a Native American Tribe wishes to monitor construction activities). If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code (PRC) Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

In addition, MM-CUL-1 and MM-CUL-2 (see Section 3.5, Cultural Resources) would further address potential impacts to tribal cultural resources, if discovered within the subsurface of the site.

Based on incorporation of mitigation, impacts to buried, currently unrecorded/unknown tribal cultural resources would be less than significant. Impacts associated with resources identified in the CRHR or defined in Public Resources Code 5020.1(k) would be less than significant with mitigation incorporated.

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

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 and SB 18, which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native

American Tribal representatives that have requested such notifications. Tribal cultural resources have not been identified through tribal consultation under AB 52 or SB 18, and the City has not identified any tribal cultural resources within the project site that would warrant discretionary designation of a resource as a tribal cultural resource. Nonetheless, should unanticipated tribal cultural resources be discovered on the project site during project construction, MM-TCR-2 and MM-TCR-2, as well as MM-CUL-1 and MM-CUL-2, would reduce potential impacts to below a level of significance. Impacts would be less than significant with mitigation incorporated.

3.19 Utilities and Service Systems

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

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

Less-than-Significant Impact. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities for the reasons discussed below.

Water Conveyance and Treatment Facilities

Domestic water would be provided to the project site by the Monte Vista Water District. The project would demolish the existing structure on site and construct a single industrial/warehouse building which would increase demand for water supply to the project site. While the project site contains waterline connections within Mission Boulevard, they are not adequately sized to serve the project and, thus, will be upgraded/replaced during project construction. With regard to water treatment facilities, the project's water demand would not result in or require new or expanded water supplies beyond those that are anticipated within the Monte Vista Water District 2020 Urban Water Management Plan. As such, implementation of the project would not result in the need to expand water treatment facilities. Therefore, impacts associated with water treatment facilities would be less than significant.

Wastewater Conveyance and Treatment Facilities

Sanitary sewer service would be provided by the City, which contracts with the IEUA for sewage treatment. An existing 8-inch sewer line is located within Mission Boulevard. While the project site contains wastewater connections within Mission Boulevard, they are not adequately sized to serve the project and, thus, will be upgraded/replaced during project construction. With regard to wastewater treatment facilities, as discussed in Threshold 3.19(c), the project would generate a nominal amount of wastewater in the context of the available capacity of IEUA wastewater treatment facilities. Based on the remaining treatment capacity, impacts associated with wastewater conveyance and treatment facilities would be less than significant.

Stormwater Drainage Facilities

The project would include a new engineered stormwater drainage system that would feature structural BMPs such as retention facilities to treat and manage storm water flows before conveying them into the City's public storm drain system. Although new stormwater drainage facilities would be constructed, these improvements are part of the project analyzed herein, and as such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur as a result of implementation of the project's stormwater drainage system improvements. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

Dry Utilities

Electrical power service would be provided to the project site via Southern California Edison. The project site is currently developed on the eastern portion and is served by existing utilities, including wet and dry facilities. These present utilities are not adequately sized to serve the project and, thus, will be upgraded/replaced during project construction. Any improvements required to existing electrical, natural gas, or telecommunications utilities would happen within or immediately adjacent to the project site and will occur as part of the project analyzed herein. As such, any upgrades to existing electrical, natural gas, or telecommunications utilities are already evaluated as part of the overall project, and no additional environmental impacts not already assessed in this document would occur. Therefore, impacts associated with other wet and dry utilities would be less than significant.

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

Less-than-Significant Impact. As previously discussed, the project site is located within the service area of the Monte Vista Water District. According to Monte Vista Water District's 2020 Urban Water Management Plan, Monte Vista Water District currently obtains water from groundwater pumped from the Chino Basin; treated, imported surface water purchased from MWD through Water Facilities Authority; groundwater and/or surface water purchased from San Antonio Water Company; and recycled water purchased from Inland Empire Utilities Agency (MVWD 2021). The Urban Water Management Plan contains existing and projected water supplies and demands during normal and dry-year scenarios. Tables 43 through 45 show projected water supplies during normal, single, and multiple-dry year conditions, which represents "worst-case" conditions during extended periods of drought when supplies would be reduced.

Table 43. Normal Year Supply and Demand Comparison (Acre-Feet)

Normal-Year Scenario	2025	2030	2035	2040	2045
Supply Totals	14,232	14,564	15,175	15,437	15,706
Demand Totals	14,232	14,564	15,175	15,437	15,706

Source: MVWD 2021.

Table 44. Single Dry Year Supply and Demand Comparison (Acre-Feet)

Dry-Year Scenario	2025	2030	2035	2040	2045
Supply Totals	17,050	17,447	18,182	18,496	18,816
Demand Totals	17,050	17,447	18,182	18,496	18,816

Source: MVWD 2021.

Table 45. Projected Multiple-Dry Year Supply and Demand Comparison (Acre-Feet)

Dry-Year Scenario	2025	2030	2035	2040	2045
Multiple-Dry Year, First Year					
Supply Totals	12,345	12,632	13,164	13,392	13,624
Demand Totals	12,345	12,632	13,164	13,392	13,624
Multiple-Dry Year, Second Year					
Supply Totals	14,155	14,484	15,094	15,355	15,621
Demand Totals	14,155	14,484	15,094	15,355	15,621
Multiple-Dry Year, Third Year					
Supply Totals	14,621	14,962	15,592	15,861	16,136
Demand Totals	14,621	14,962	15,592	15,861	16,136
Multiple-Dry Year, Fourth Year					
Supply Totals	12,930	13,231	13,788	14,026	14,270
Demand Totals	12,930	13,231	13,788	14,026	14,270
Multiple-Dry Year, Fifth Year					
Supply Totals	11,138	11,397	11,878	12,083	12,292
Demand Totals	11,138	11,397	11,878	12,083	12,292

Source: MVWD 2021.

Once operational, the project would consume water at a rate of approximately 26.56 million gallons per year (mg/yr) or 0.0727 million gallons per day (mgd) (Appendix A). Based on the project's usage rate, the project would represent a nominal percentage of Monte Vista Water District's present and future water supplies for normal, single, and multiple-dry-year scenarios. As such, the project's future water demands would be met through projected future water supplies.

Given that Monte Vista Water District has adequate existing supplies to serve the project under normal-, historic single-dry-, and historic multiple-dry-year periods, the project's impact to water supply would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. Wastewater generated by the project would be treated by the IEUA's Carbon Canyon Water Recycling Facility or Regional Water Recycling Plant No. 1, which collectively have the capacity to treat 55.4 mgd of wastewater and treats (on average) 27.4 mgd of wastewater. Project operations are conservatively estimated to generate approximately 26.56 mg/yr or 0.0727 mgd (Appendix A). The project's wastewater demand mirrors the water demand for project operations and is conservative because project operations include water use for landscape irrigation, which does not flow into the sewer system or require wastewater treatment. Projected wastewater from the project would represent a nominal amount of the remaining capacity of the IEUA treatment facilities. Given the remaining capacity of IEUA treatment facilities, the IEUA would be able to accommodate the project's contribution of 0.0727 mgd of wastewater. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

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

Less-than-Significant Impact. The majority of the waste generated during construction would be debris from the demolition of the estimated 9,000 square-foot existing structures and 86,224 square feet of existing asphalt (estimated based on existing aerial images of the site). Demolition would result in the generation of approximately 6,668 cubic yards of debris over a three-week period. Based on a conversion factor of approximately 2,400 pounds per cubic yard (CalRecycle 2018), demolition would result in approximately 8,002 tons of demolition debris. Waste would also be generated by construction of the warehouse building and other improvements, primarily consisting of discarded materials and packaging. Based on a proposed building area of 115,350 square feet and a construction waste generation factor of 4.34 pounds per square foot (EPA 2009), approximately 250 tons of waste would be generated during construction of the warehouse building ([115,350 square feet × 4.34 pounds/square foot] ÷ 2,000 pounds/ton = 250 tons).

CALGreen requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be recycled or reused. For a phased project, such material may be stockpiled on site until the storage site is developed (CALGreen 2019). As such, 1,443 tons of soil would be reused or recycled. In addition, CALGreen requires that a minimum of 65% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies) consistent with the state's solid waste reduction goals (CALGreen 2019); therefore, approximately 5,201 tons of demolition waste and 162 tons of construction waste would be diverted. The remaining material (approximately 2,801 tons of demolition

debris and 87 tons of construction waste) that is currently not required to be recycled, would either be disposed of or voluntarily recycled at a solid waste facility with available capacity, assumed to be the San Timoteo Sanitary Landfill. The San Timoteo Sanitary Landfill has a daily maximum permitted throughput of 2,000 tons/day, has a remaining capacity of 12,360,396 cubic yards, and is expected to remain open for another 18 years (CalRecycle 2021). In 2020, San Timoteo Landfill received an average of 934 tons per day, and the maximum daily tonnage received throughout the year was 2,733 tons during a high wind day when Mid-Valley was closed.

Given that San Timoteo Landfill has an average excess capacity of 1,066 tons per day (and at no point in 2020 had a capacity below 277 tons per day), the project's total amount of waste generated from construction, which would be spread throughout a timeline of approximately 13-months, could be received by San Timoteo Landfill.

Once operational, the project would produce solid waste on a regular basis associated with operation and maintenance activities. Using CalEEMod waste generation factors for the warehouse uses, the project would generate approximately 118.32 tons of solid waste per year, or 0.32 tons per day (Appendix A). A minimum of 50% of all solid waste would be required to be recycled pursuant to AB 939, consistent with the state's solid waste reduction goals; therefore, the project would generate approximately 0.16 tons per day of solid waste requiring disposal at a landfill. As previously discussed, the San Timoteo Sanitary Landfill has an average excess capacity of 1,066 tons per day. As such, waste generated during operation of the project would be nominal and the San Timoteo Sanitary Landfill would be able to receive operational waste from the project. Once the San Timoteo Sanitary Landfill reaches capacity, additional landfills and strategies would be identified, so that disposal needs continue to be met. Further, there are landfills within the County with up to 51 years of remaining life. For example, the Barstow Sanitary Landfill is expected to remain open for another 50 years, and the Landers Sanitary Landfill is expected to remain open another 51 years (CalRecycle 2021). As such, in the event of the closure of the San Timoteo Sanitary Landfill, other landfills in the region would be able to accommodate solid waste from the project, and regional planning efforts would ensure continued landfill capacity in the foreseeable future.

Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts during operation would be less than significant.

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

Less-than-Significant Impact. As described above, solid waste from the project would be transported to either the Mid-Valley Sanitary Landfill or the San Timoteo Sanitary Landfill. These facilities are regulated under federal, state, and local laws. Additionally, the City of Montclair is required to comply with the solid waste reduction and diversion requirements set forth in AB 939, AB 341, AB 1327, and AB 1826. Per AB 341, businesses that generate 4 cubic yards or more of organic waste per week are required to arrange for organic waste recycling services. In addition, as preciously described, waste diversion and reduction during project construction and operations would be completed in accordance with CALGreen standards and City diversion standards. As a result, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste and impacts would be considered less than significant.

3.20 Wildfire

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

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zone map by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP 2021). In addition, the project site is currently located within a developed portion of the City of Montclair. The project would not significantly affect emergency response or evaluation activities and the project would not conflict with or impair implementation of the City's Emergency Operations Plan. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zone map by California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP 2021). In addition, the project site is currently located within a developed portion of the City of Montclair. Further, the project site does not contain

extensive amounts of vegetation or wildland fuel and is relatively flat. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed in response to Section 3.20 (a), the project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone and is currently located within a developed portion of the City of Montclair. The project would construct a single industrial/warehouse building and would also include associated improvements to the project site. It is not anticipated that implementation of the project would exacerbate fire risk, since the project site is surrounded by developed land on all sides. Further, the project site is located in a predominantly developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed previously in Section 3.10, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes. The project site is relatively flat and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability. Further, the project site is located within a developed portion of the City of Montclair that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

3.21 Mandatory Findings of Significance

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

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

Less-than-Significant Impact with Mitigation Incorporated. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project related air quality, biological, cultural, and geological impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with air quality, biological, cultural, and geological impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

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

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

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

Less-than-Significant Impact with Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

4 References and Preparers

4.1 References Cited

Baltrënas, P., D, Kazlauskas, and E. Petraitis. 2004. Testing on Noise Levels Prevailing at Motor Vehicle Parking Lots and Numeral Simulation of its Dispersion. Journal of Environmental Engineering and Landscape Management 12:2, 63-70.

CalEPA (California Environmental Protection Agency), 2021. Solid Waste Disposal Site Database, https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf, accessed October 1, 2021.

CALGreen (California Green Building Standards Code). 2019. 2019 California Green Building Standards Code. July 2019. Accessed October 2021. https://calgreenenergyservices.com/wp/wp-content/uploads /2019_california_green_code.pdf.

CalRecycle (California Department of Resources Recycling and Recovery). 2018. "Calculations. Solid Waste Cleanup Program Weights and Volumes for Project Estimates" https://www.calrecycle.ca.gov/swfacilities/ cdi/tools/calculations/

CalRecycle (California Department of Resources Recycling and Recovery). 2021. "SWIS Facility/Site Activity Details". https://www2.calrecycle.ca.gov/SolidWaste/Site/Search

Caltrans (California Department of Transportation). 2013. Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. September 2013.

Caltrans. 2020. Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, CA. April 2020.

CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from projects Subject to the California Environmental Quality Act*. January 2008.

CAPCOA. 2021. *California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0.* Prepared by Trinity Consultants and the California Air Districts. May. http://www.caleemod.com/.

CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. http://www.arb.ca.gov/ch/landuse.htm.

CARB. 2012. "California Air Resources Board Approves Advanced Clean Car Rules." January 27, 2012. https://ww2.arb.ca.gov/news/california-air-resources-board-approves-advanced-clean-car-rules.

CARB. 2014. *First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006*. May 2014. http://www.arb.ca.gov/cc/scopingplan/ 2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November 2017. Accessed May 2019. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

CARB. 2020. EMFAC 2017 Web Database (v1.0.2). Accessed June 2020. https://www.arb.ca.gov/emfac/2017/.

CDFW (California Department of Fish and Wildlife). 2018. California Natural Community Conservation Plans [map]; dated April 2019. Accessed October 2021. https://www.wildlife.ca.gov/Conservation/Planning/NCCP.

CDFW. 2021. California Natural Diversity Database, RareFind 5 web-viewer. Accessed October 2021. https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data.

CDOC (California Department of Conservation). 2021. California Important Farmland Finder. Accessed September 2021. DLRP Important Farmland Finder (ca.gov)

CEC (California Energy Commission). 2021a. "Electricity Consumption by County." Accessed September 2021. http://www.ecdms.energy.ca.gov/elecbycounty.aspx.

CEC. 2021b. "Gas Consumption by County." Accessed September 2021. http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

CGS (California Geological Survey). 2018. Mineral Land Classification. Accessed October 2021. https://maps.conservation.ca.gov/mineralresources/.

CGS. 2021a. Earthquake Zones of Required Investigation. Accessed 2021. CGS Earthquake Zones (ca.gov)

CGS. 2021b. Mineral Lands Classification. Accessed October 2021. CGS Information Warehouse (ca.gov).

City of Montclair. 1999. City of Montclair General Plan. Circulation Element. Adopted 1999. Accessed April 2021 https://www.cityofmontclair.org/general-and-specific-plans/

City of Montclair. 2009. City of Montclair Municipal Code.

City of Montclair. 2018a. City of Montclair General Plan Land Use Map. 2018. Accessed October 2021. https://www.cityofmontclair.org/documents/general-plan-land-use-map/.

City of Montclair. 2018b. City of Montclair Zoning Map. 2018. Accessed October 2021. https://www.cityofmontclair.org/documents/city-zoning-map/.

City of Montclair. 2020a. *Montclair Place District Specific Plan Draft Environmental Impact Report*. Accessed October 2021. Published July 2020. https://www.cityofmontclair.org/documents/montclair-place-district-specific-plan/.

City of Montclair. 2020b. Montclair Active Transportation Plan. Updated November 2020. Accessed April 2021. https://www.cityofmontclair.org/current-projects-in-montclair/

City of Montclair. 2020c. Resolution No. 20-3281 - Establishing VMT Thresholds of Significance for the Purpose of Analyzing Transportation Impacts under the California Environmental Quality Act. (August 2020)

City of Montclair. 2021a. City of Montclair Code of Ordinances. Accessed October 2021. https://library.municode.com/ca/montclair/codes/code_of_ordinances.

City of Montclair. 2021b. *Building Security Requirements*. Accessed October 2021. https://www.cityofmontclair.org/documents/building-security-requirements/.

City of Ontario. 2011. Ontario International Airport Land Use Compatibility Plan. April 19, 2011. https://www.ontarioplan.org/wp-content/uploads/sites/4/pdfs/ALUCP_FULL.pdf.

CNPS (California Native Plant Society). 2021. Inventory of Rare and Endangered Plants, web-viewer. Accessed October 2021. http://www.rareplants.cnps.org/advanced.html.

CNRA (California Natural Resources Agency). 2009. *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97*. December 2009.

County of San Bernardino. 2013. Technical Guidance Document for Water Quality Management Plans. Approved June 21, 2013. Accessed October 2021. https://cms.sbcounty.gov/Portals/50/Land/SantaAnaRiver-WQMP-Final-June2013.pdf?ver=.

DOF (California Department of Finance). 2021. California County and City Population Estimates. Accessed September 2021. E-1 Population Estimates for Cities, Counties, and the State — January 1, 2020 and 2021 (ca.gov)

DTSC (Department of Toxic Substances Control), 2021. Envirostor Database for 5010 West Mission Boulevard, Montclair California, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=5010+West+Mission+Blvd%2C+Montclair+CA, accessed October 1, 2021.

Dudek. 2021. Draft Transportation Impact Analysis Mission Boulevard and Ramona Avenue Business Park, City of Montclair. September 2021.

EIA (U.S. Energy Information Administration). 2017. "Table F15: Total Petroleum Consumption Estimates, 2015." https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA.

EPA (U.S. Environmental Protection Agency). 2009. Building-Related Construction and Demolition Amounts. 2009.

EPA. 2015. *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. November 2015. Accessed January 2021. https://nepis-lib2.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NMXM.pdf.

FEMA (Federal Emergency Management Agency). 2021. FEMA Flood Map Service. Accessed September 2021. FEMA Flood Map Service Center | Search By Address

FHWA (Federal Highway Administration). 2004. FHWA Traffic Noise Model, Version 2.5. Office of Environment and Planning. February 2004.

FHWA. 2008. Roadway Construction Noise Model (RCNM), Software Version 1.1. U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. December 2008.

FRAP (California Department of Forestry and Fire Protection's Fire and Resource Assessment Program). 2021. Fire Hazard Severity Zone Viewer. Accessed September 2021. FHSZ Viewer (ca.gov)

FTA (U.S. Department of Transportation, Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

Gordon Bricken & Associates. 1996. Parking Lot Noise Estimates.

ITE (Institute of Transportation Engineers). 2021. *Trip Generation Manual*. 11th ed.

ITE. 2020. *Trip Generation Manual*. Trip Generation Manual Supplement. February 2020.

MVWD (Monte Vista Water District). 2021. Monte Vista Water District Final Urban Water Management Plan. Approved June 2021. Accessed October 2021. Monte Vista Water District 2020 Urban Water Management Plan (mvwd.org)

Nationwide Environmental Title Research. 2021. NETROnline Historical Aerials viewer. Accessed October 2021. https://www.historicaerials.com/

OEHHA (Office of Environmental Health Hazard Assessment). 2015. *Guidance Manual for Preparation of Health Risk Assessments*. February 2015. Accessed January 2021. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

OPR (Governor's Office of Planning and Research). 2017. State of California General Plan Guidelines 2017: Appendix D, Noise Element Guidelines: Guidelines for the Preparation and Content of the Noise Element of the General Plan.

OPR. 2018a. *Discussion Draft CEQA and Climate Change Advisory*. December 2018. Accessed November 2020. https://opr.ca.gov/docs/20181228-Discussion_Draft_Climate_Change_Adivsory.pdf

OPR. 2018b. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. Accessed February 2021. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

San Bernardino County. 2018. Non-Motorized Transportation Plan. https://www.gosbcta.com/wp-content/uploads/2019/10/Non-Motorized-Transportation-Plan-.pdf

San Bernardino County. 2019. *Transportation Impact Study Guidelines*. July 9, 2019. https://cms.sbcounty.gov/Portals/50/transportation/Traffic-Study-Guidelines.pdf?ver=2019-10-03-155637-153

Sawyer, J., T. Keeler-Wolf, and J. Evens. 2009. A Manual of California Vegetation. 2nd ed. Sacramento, California: California Native Plant Society.

SCAG (Southern California Association of Governments). 2001. *Employment Density Study Summary Report.* October 31, 2001. Accessed November, 2020. http://www.mwcog.org/uploads/committee-documents/bl5aX1pa20091008155406.pdf.

SCAG. 2016. *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*. Adopted April 7, 2016. Accessed November 2017. http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

SCAG. 2020. *Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy).* September 3, 2020. http://scagrtpscs.net/Documents/2020/2020RTPSCS_LocalInputProcessFS.pdf. Accessed January 2021.

SCAQMD (South Coast Air Quality Management District). 1976. Rule 402, Nuisance. Adopted May 7, 1976. http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf.

SCAQMD. 1993. *CEQA Air Quality Handbook*.

SCAQMD. 2003. *Final 2003 AQMP Appendix V Modeling and Attainment Demonstrations*. August 2003. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2.

SCAQMD. 2005. Rule 403, Fugitive Dust. Adopted May 7, 1976; last amended June 3, 2005. http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.

SCAQMD. 2008. *Final Localized Significance Threshold Methodology*. Revised July 2008. Accessed January 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.

SCAQMD. 2010. "Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15." September 28, 2010. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2.

SCAQMD. 2014. SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results. June. Accessed September 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf.

SCAQMD. 2017a. *Final 2016 Air Quality Management Plan.* March 16, 2017. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

SCAQMD. 2017b. *Risk Assessment Procedures for Rules 1401, 1401.1, and 212*. September 1. Accessed January 2021. http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12.

SCAQMD. 2018. *South Coast AQMD Modeling Guidance for AERMOD*. Accessed January 2021. https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance#.

SCAQMD. 2019. "SCAQMD Air Quality Significance Thresholds." Originally published in CEQA Air Quality Handbook, Table A9-11-A. Revised April 2019. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

South Coast Wildlands. 2008. South Coast Missing Linkages: A Wildland Network for the South Coast Ecoregion. Produced in cooperation with partners in the South Coast Missing Linkages Initiative. Accessed October 2021. http://www.scwildlands.org.

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration. Accessed October 2021. http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18366.

SWRCB (State Water Resources Control Board), 2021. Geotracker Database for 5010 West Mission Boulevard, Montclair California, https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=5010+West+Mission+Blvd%2C+Montclair+CA, accessed October 1, 2021.

The Climate Registry. 2021. Default Emission Factors. May. Accessed January 2021. https://www.theclimateregistry.org/wp-content/uploads/2021/05/2021-Default-Emission-Factor-Document.pdf.

Urban Crossroads. 2021. 5006 & 5010 Mission Boulevard Trip Generation Letter. June 24.

USDA (U.S. Department of Agriculture). 2021. Web Soil Survey. USDA, Natural Resources Conservation Service. Accessed October 2021. http://websoilsurvey.nrcs.usda.gov.

USFWS (U.S. Fish and Wildlife Service). 2021a. Information for Planning and Consultation (IPaC) Database; results for the project site. Accessed October 2021. https://ecos.fws.gov/ipac/

USFWS. 2021b. National Wetlands Inventory, online Wetland Mapper. Accessed September 2019. https://www.fws.gov/wetlands/data/mapper.html.

4.2 List of Preparers

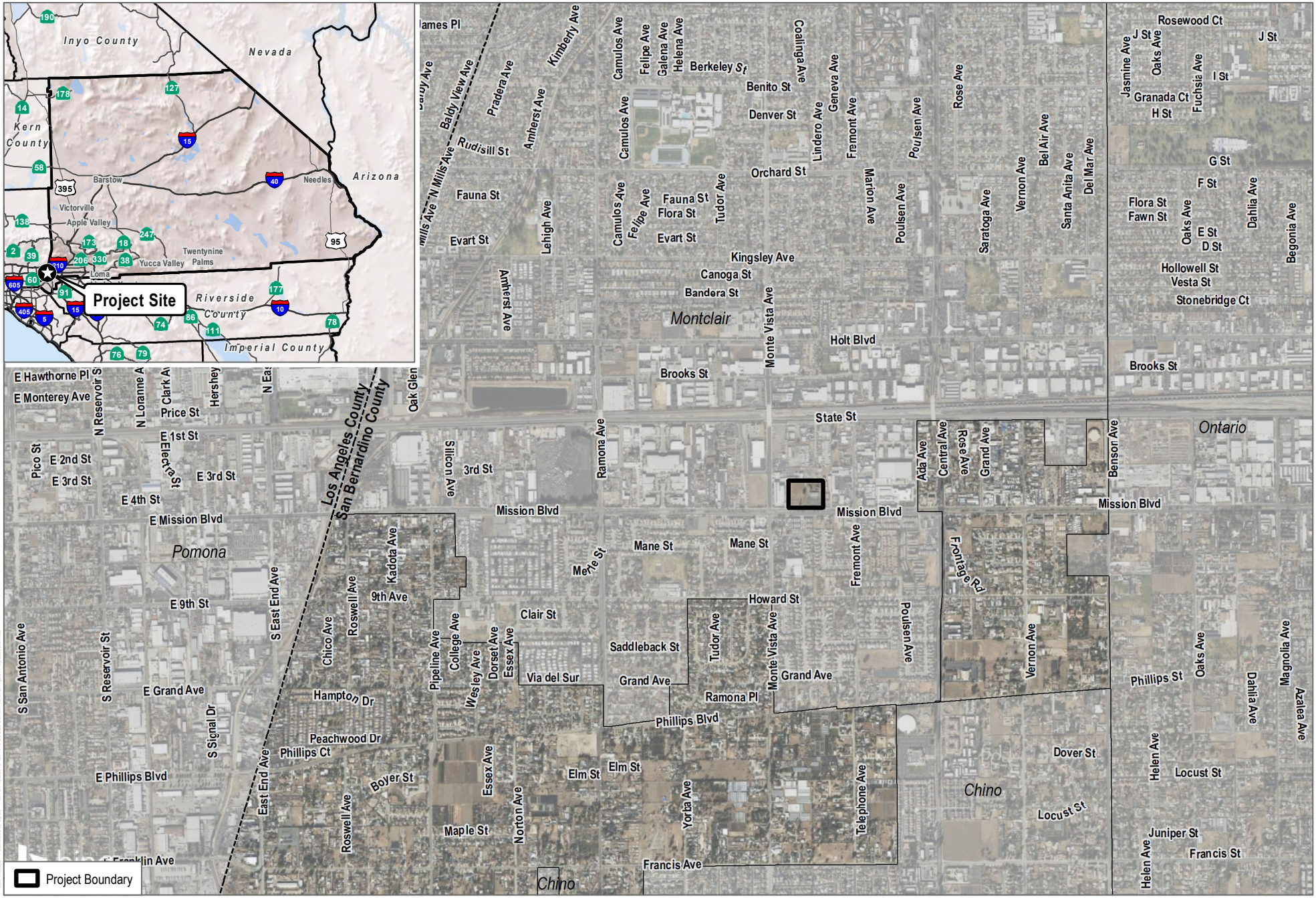
City of Montclair

Michael Diaz, Community Development Director
Silvia Gutiérrez, Associate Planner

Dudek

Patrick Cruz, Project Manager
Lilli Renier, Deputy Project Manager
Madison Brown, Environmental Analyst
Laura Masterson, Environmental Planner
Adam Poll, Air Quality Specialist
Michael Cady, Senior Biologist
Eileen Salas, Biologist
Heather McDevitt, Senior Archaeologist
Linda Kry, Archaeologist
Eric Schniewind, Senior Hydrologist
Mark Storm, Senior Acoustician
Connor Burke, Acoustician
Sabita Tewani, Transportation Specialist
Scott Graff, Technical Editor

INTENTIONALLY LEFT BLANK



SOURCE: County of Los Angeles; County of San Bernardino; Bing Maps

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK

SOURCE: County of San Bernardino; Bing Maps

DUDEK

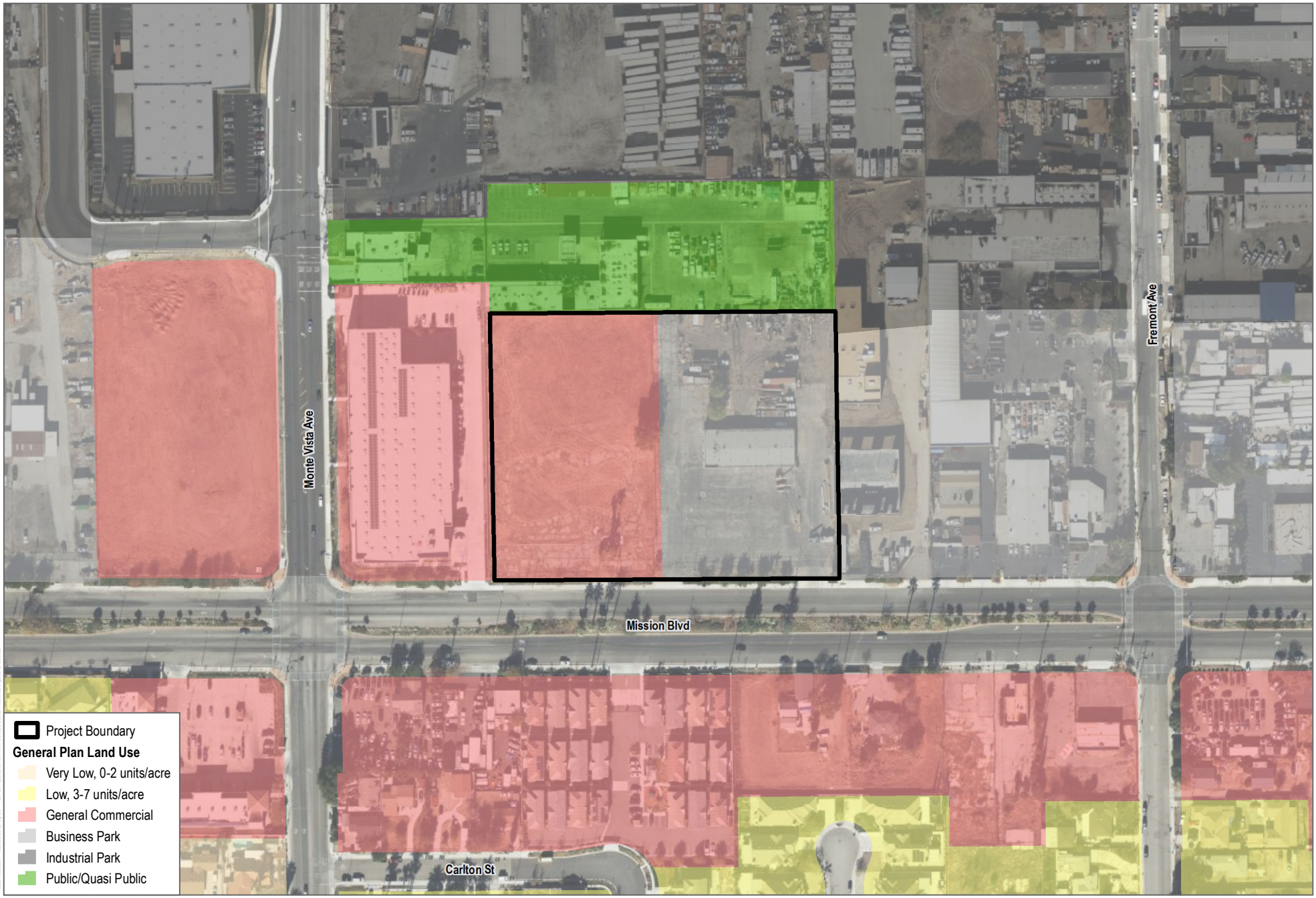
0 100 200 Feet

FIGURE 2

Aerial Overview

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK



SOURCE: City of Montclair; County of San Bernardino; Bing Maps

DUDEK

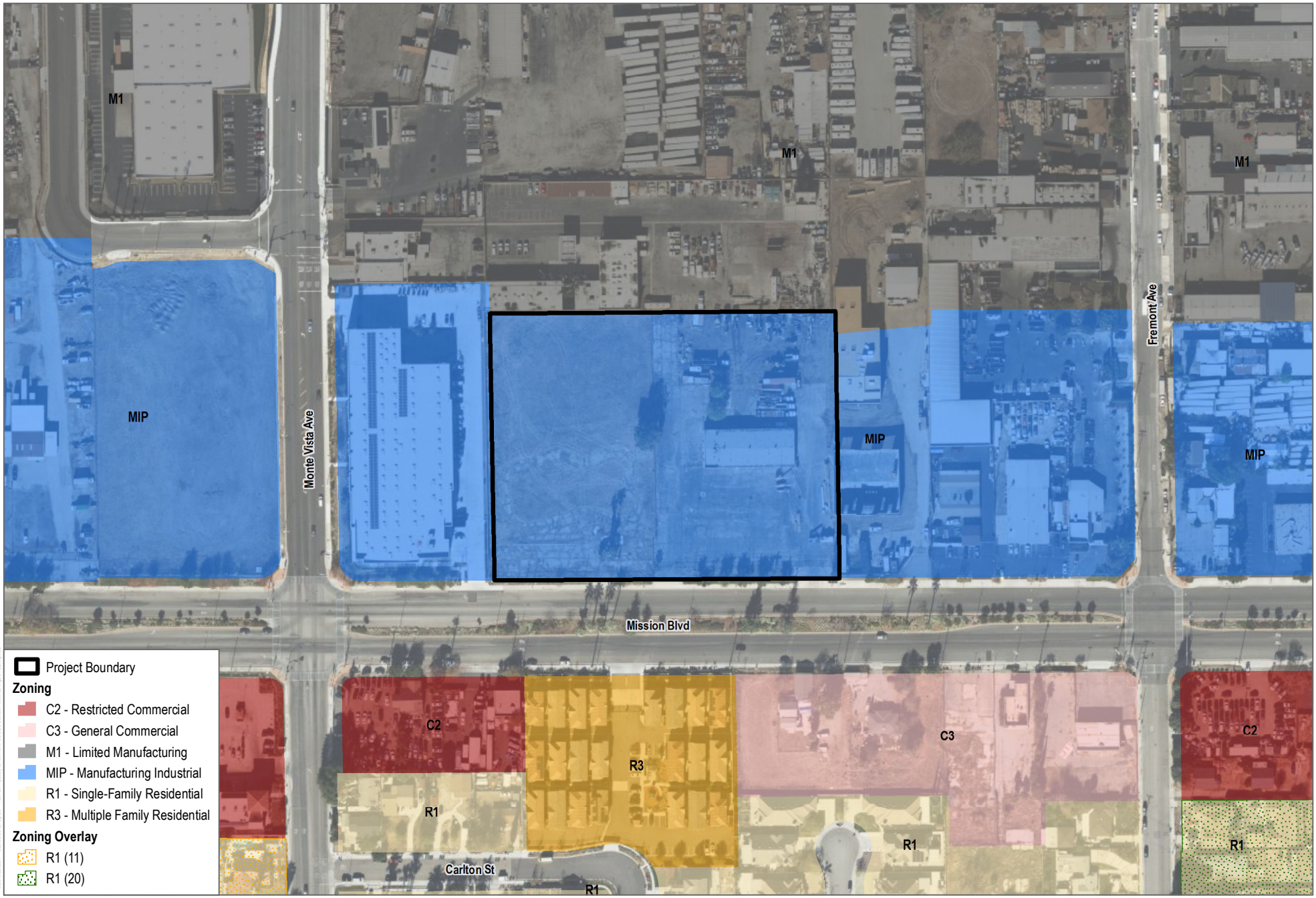
0 100 200 Feet

FIGURE 3

General Plan Land Use

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK



SOURCE: City of Montclair; County of San Bernardino; Bing Maps

DUDEK

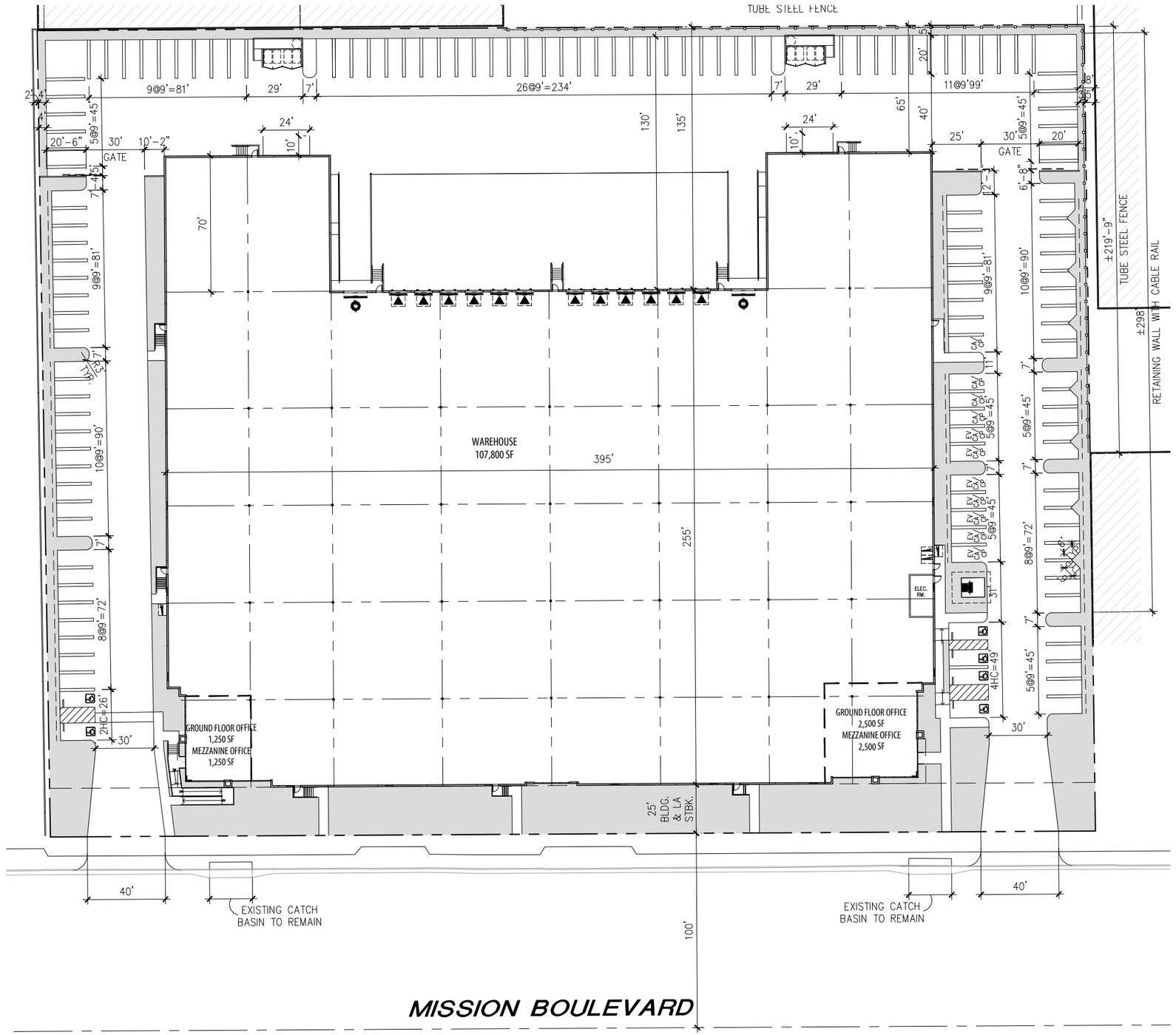
0 100 200 Feet

FIGURE 4

Zoning

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK



TABULATIONS

SITE AREA	SF	ACRES
GROSS	223,270	5.13
STREET DEDICATION	0	0.00
NET SITE AREA	**223,270**	**5.13**
BUILDING AREA		
GROUND FLOOR OFFICE - WEST		1,250
GROUND FLLOR OFFICE - EAST		2,500
WAREHOUSE		107,800
TOTAL BUILDING FOOTPRINT		111,550
MEAZZANINE OFFICE - WEST		1,250
MEZZANINE OFFICE - EAST		2,500
TOTAL BUILDING AREA		**115,300**
COVERAGE		**50.0%**
FAR		**51.6%**
PARKING REQUIRED		
OFFICE	1/250	30
WAREHOUSE	1/1000	108
TOTAL PARKING REQUIRED		**138**
TOTAL PARKING PROVIDED		**138**
PARKING RATIO		1.20/1000
CLEAN AIR/VANPOOL/EV	Required	Provided
CA/VP (101-150 Parking)	11	11
EV (101-150 Parking)	7	7
BICYCLE PARKING	Required	Provided
Long-term (5% of Tenant Parking)	**4**	4
Short-term (5% of Visitor Parking)	**4**	4
DOCK DOORS		12
GRADE DOORS		2
LANDSCAPE	%	Area (S.F.)
Required	10.0%	22,327
Provided	11.3%	25,270

SOURCE: GLA 2022

FIGURE 5

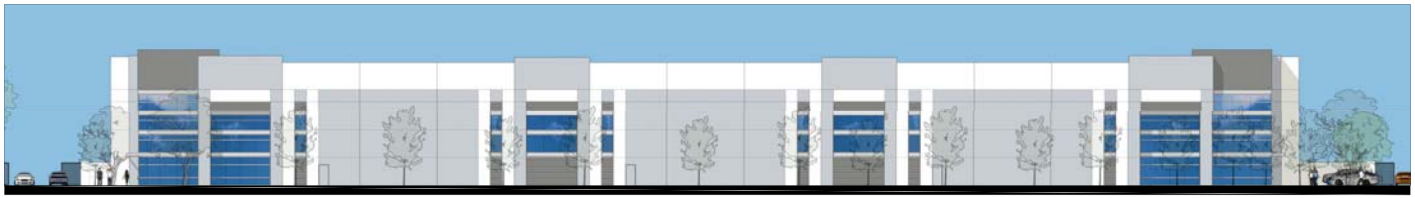
Conceptual Site Plan

Mission Boulevard Warehouse

DUDEK

INTENTIONALLY LEFT BLANK

EAST ELEVATION | 1"=20'-0" | 4



SOUTH ELEVATION | 1"=20'-0" | 3

WEST ELEVATION | 1"=20'-0" | 2

NORTH ELEVATION | 1"=20'-0" | 1

SOURCE: GAA Architects, 2022

DUDEK

FIGURE 6

Conceptual Elevations

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK

PROJECT AERIAL NE | NTS | 1

PROJECT AERIAL SW | NTS | 2

PROJECT AERIAL NE | NTS | 3

MISSION BOULEVARD PERSPECTIVE | NTS | 4

MISSION BOULEVARD FACADE | NTS | 5

OFFICE ENTRY PERSPECTIVE 1 | NTS | 6

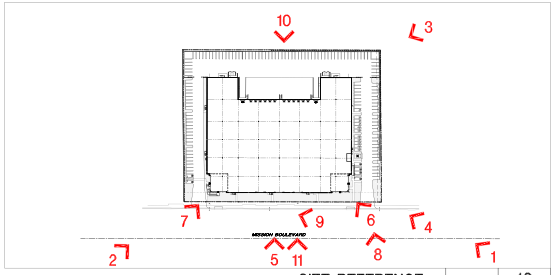
OFFICE ENTRY PERSPECTIVE 2 | NTS | 7

MISSION BOULEVARD DRIVE ENTRY | NTS | 8

MISSION BOULEVARD CENTRAL PANEL VIEW | NTS | 9

PROJECT AERIAL N | NTS | 10

PROJECT AERIAL S | NTS | 11



SITE REFERENCE | NTS | 12

SOURCE: GAA Architects, 2022

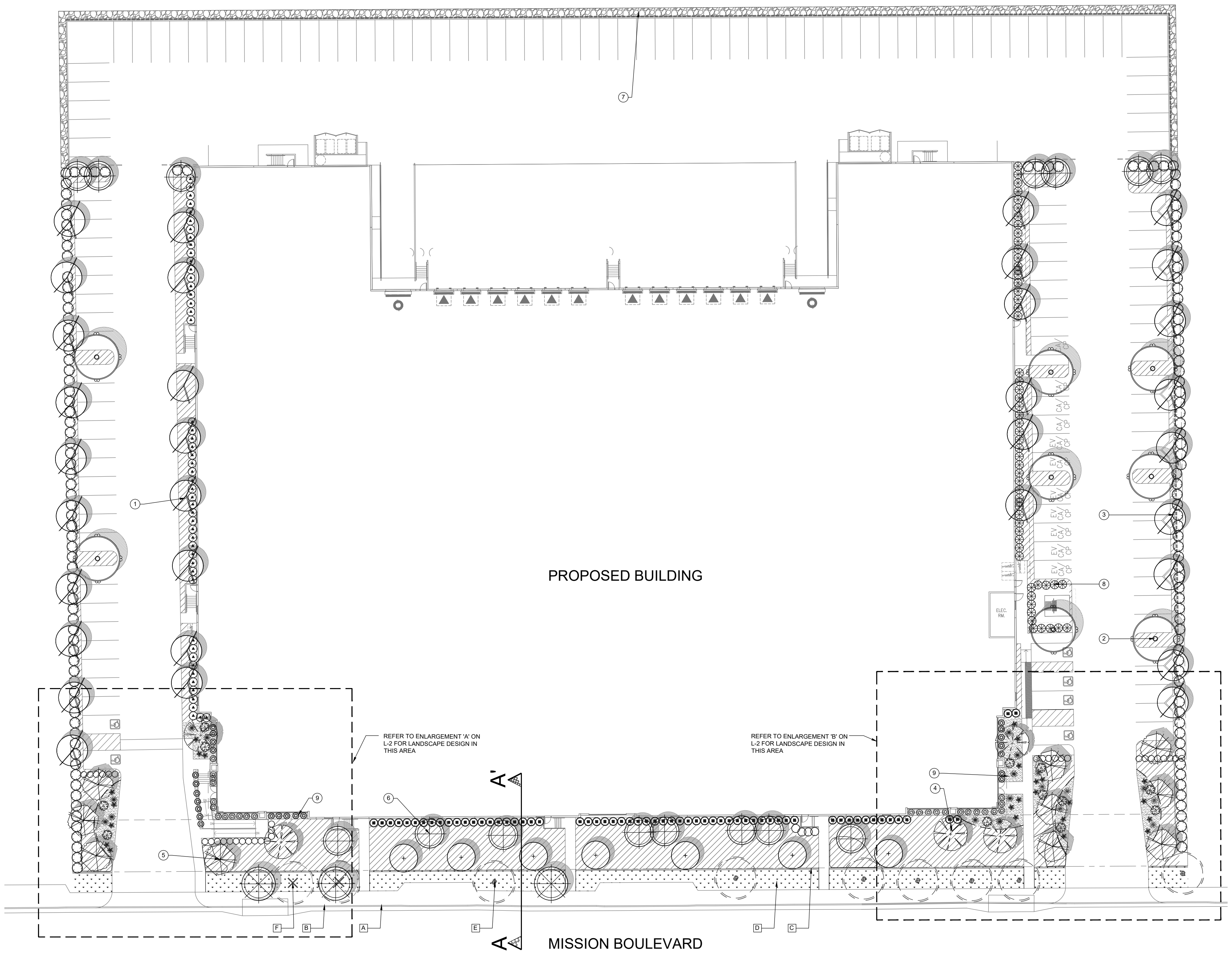
DUDEK

FIGURE 7

Conceptual Renderings

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK



DESIGN KEY NOTES:

1. VERTICAL TREE ALONG PROPERTY LINE PER LEGEND.
2. PARKING LOT CANOPY TREE PER LEGEND.
3. PROPERTY LINE SCREEN TREE AT LANDSCAPE DIAMOND PLANTER.
4. FLOWERING ACCENT TREE AT BLDG. ENTRY.
5. FLOWERING ACCENT TREES AT ENTRY DRIVEWAYS.
6. EVERGREEN BACKDROP TREE PER LEGEND.
7. 3" LAYER OF GRAVEL OVER WEED FILTER FABRIC AT TRUCK YARD (AREAS NOT VISIBLE FROM PUBLIC VIEW).
8. EVERGREEN SCREEN SHRUBS AT TRANSFORMER.
9. DECOMPOSED GRANITE OR DECORATIVE GRAVEL AGAINST BUILDING GLASS LINE.

REFERENCE KEY NOTES

A. EXISTING CONC. SIDEWALK ALONG STREET.

B. EXISTING POWER POLES. NOTE: THERE ARE EXISTING POWER POLES & OVERHEAD LINES ALONG MISSION BLVD.

C. APPROX. LOCATION OF EXISTING CONC. MOW-CURB SHALL REMAIN.

D. APPROX. LOCATION OF EXISTING TURF ALONG STREET R.O.W. TO BE CONFIRMED IN FIELD.

E. APPROX. LOCATION OF EXISTING STREET TREES SHALL REMAIN. TO BE CONFIRMED IN FIELD.

F. (2) EXISTING TREES AT R.O.W. AREA TO BE REMOVED. DECLINING OR DEAD CONDITION.

PLANTING LEGEND

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	APPROX. LOCATION OF EXISTING STREET STREET TREES TO REMAIN. PROTECT IN PLACE.		
	APPROX. LOCATION OF EXISTING DEAD STREET TREES ALONG R.O.W. PARKWAY TO BE REMOVED	2	
	REPLACEMENT STREET TREES ALONG PUBLIC R.O.W. CUPANIOPSIS ANCARDIOIDES, CARROTWOOD TREE 24" BOX SIZE	3	M
	LAGERSTOEMIA F. 'NATCHEZ', WHITE CRAPE MYRTLE 24" BOX SIZE. STANDARD TRUNK	7	M
	PARKING LOT SHADE TREE ULMUS PARVIFOLIA 'TRUE GREEN', EVERGREEN ELM 24" BOX SIZE.	8	L
	FLOWERING TREES AT PROJECT ENTRY DRIVEWAYS CHITALPA TASHKENTENSIS 'PINK DAWN' 36" BOX SIZE	10	L
	VERTICAL TREE AGAINST BUILDING GEIJERIA PARVIFLORA, AUSTRALIAN WILLOW ALT: PODOCARPUS GRACILIOR, FERN PINE 15 GAL. MIN. SIZE	18	L / M
	FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 36" BOX SIZE.	5	M
	EVERGREEN SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE	14	L

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:

SYMBOL	SHRUB NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	HETEROMELES ARBUTIFOLIA, TOYON 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	M
	AGAVE 'BLUE FLAME', BLUE FLAME AGAE 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES

SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	DIETES BICOLOR, FORTNIGHT LILY 5 GAL. SIZE @ 36" O.C.	M
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 24" O.C.	L
	LANTANA 'DWARF YELLOW', YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
	ROMNEYA COULTERI, MTILIJA POPPY 5 GAL. @ 48" O.C.	L
	HESPERALOE PARVIFLORA, PINK YUCCA 5 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA CAPILARIS, PINK MUHLY 1 GAL. @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	L
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 24" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	BACCHARIS PILULARIS, COYOTE BUSH 1 GAL. SIZE @ 42" O.C.	L

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

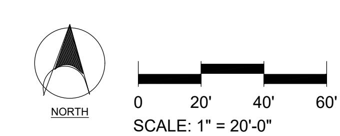
WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

NON-ORGANIC MULCH

SYMBOL	DECORATIVE MULCH
	3" LAYER OF DECOMPOSED GRANITE OR 3"-6" CRUSHED ROCK



SOURCE: Scott Peterson Landscape Architect, Inc., 2021; GAA Architects, 2021

FIGURE 8

Conceptual Site Plan

Mission Boulevard Warehouse

DUDEK

INTENTIONALLY LEFT BLANK

SOURCE: County of San Bernardino; Bing Maps

DUDEK

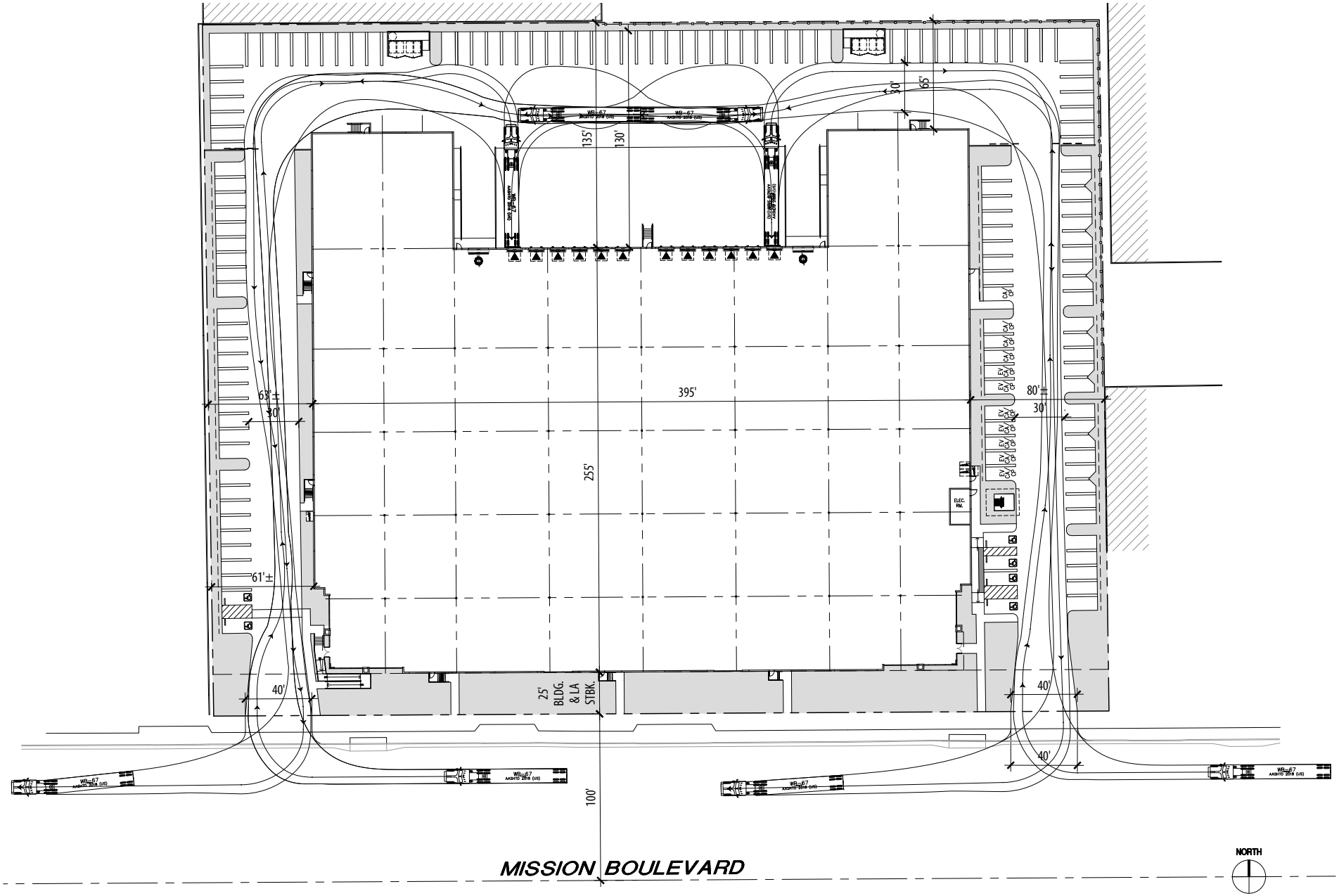
0 100 200 Feet

FIGURE 9

Noise Measurement Locations

Mission Boulevard Warehouse

INTENTIONALLY LEFT BLANK



SOURCE: GAA Architects, 2022

FIGURE 10

Inbound and Outbound Truck Turning Template

Mission Boulevard Warehouse

DUDEK

INTENTIONALLY LEFT BLANK